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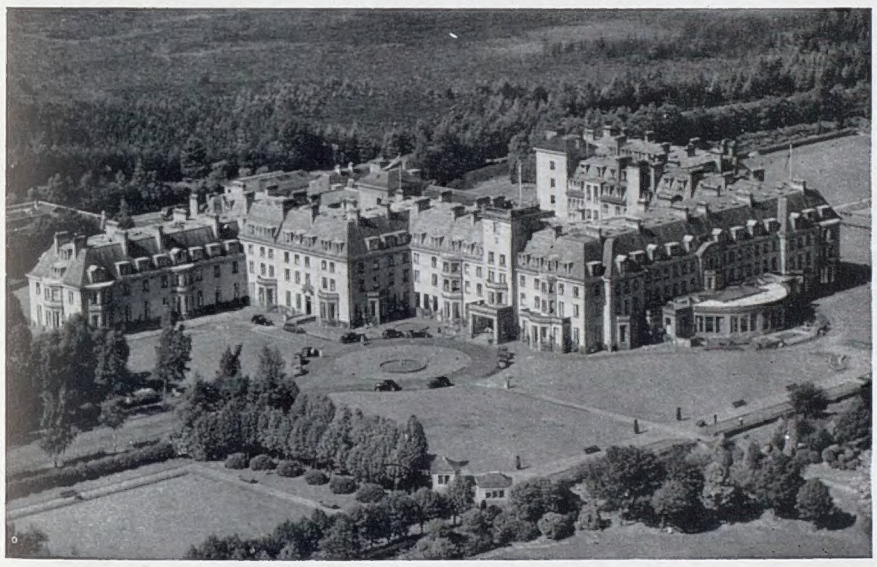

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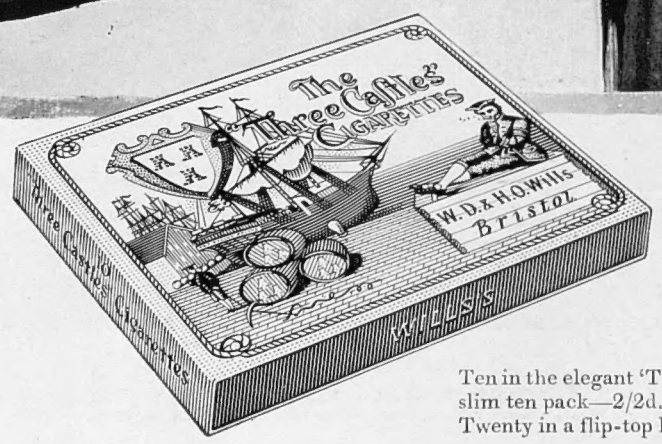

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T.C.1A

Volume CCXXXII No. 3019

The SPHERE, London, February 8, 1958

The SPHERE

with which is incorporated THE GRAPHIC

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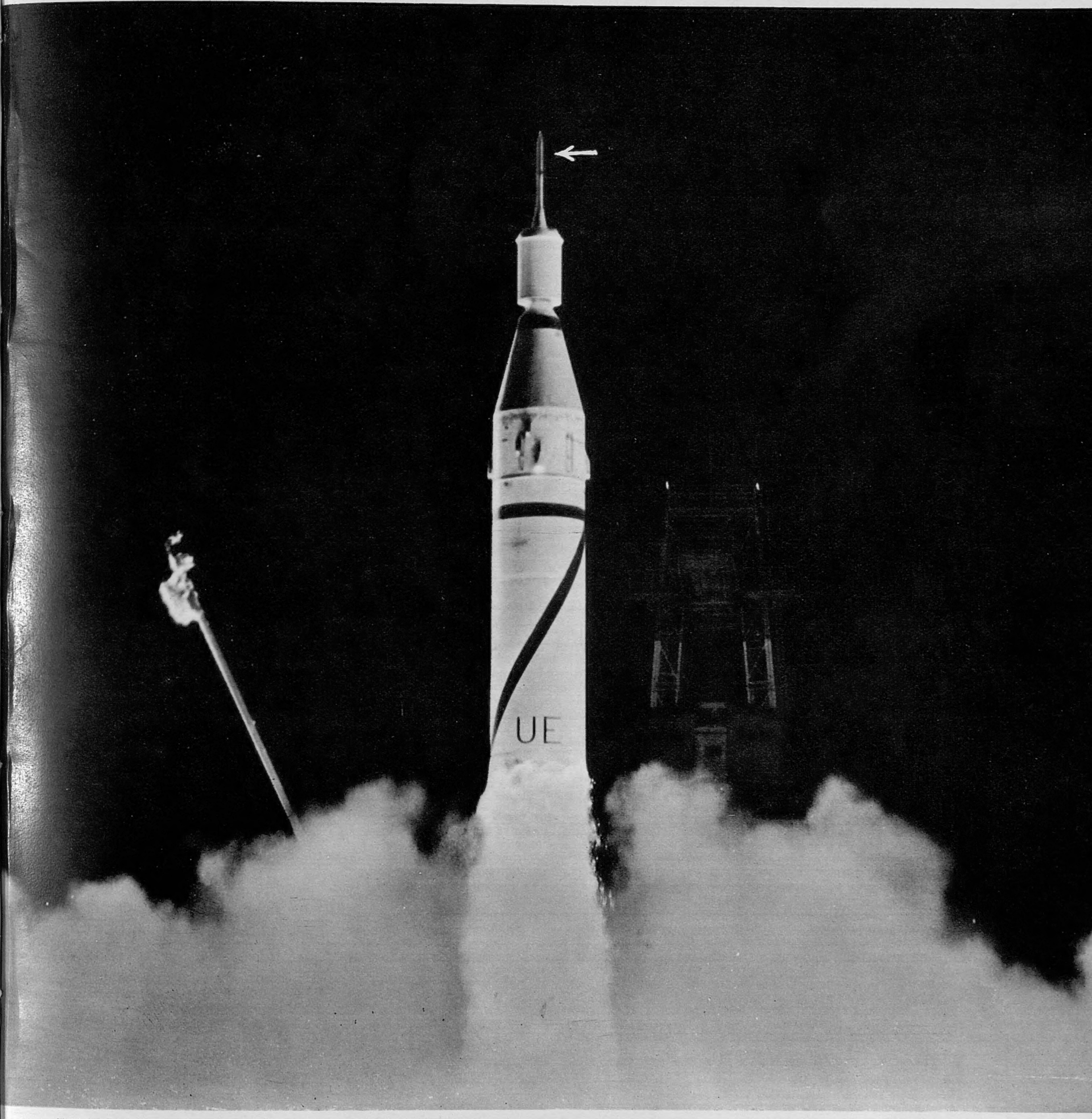

THE UNITED STATES SATELLITE BEGINS ITS JOURNEY INTO SPACE—THE EXPLORER MOUNTED ON ITS JUPITER ROCKET : America's first earth satellite, the Explorer (arrowed), is in position on the nose of the Army rocket, Jupiter-C, as it is fired. The Explorer is bullet-shaped, unlike the other American satellite which was to have been launched by the ill-fated Vanguard rocket. The successful launching took place last Friday night, and was the culmination of months of preparation.

After the failures and disappointments associated with the naval satellite-bearing rocket, the Vanguard, the successful launching of the Explorer by the Army team using a Jupiter-C missile has acted as a great fillip to American national confidence, which had been undermined by the first Russian sputnik last October. The failure of the naval Vanguard, with its spherical satellite, on the attempted launching last December aggravated the situation. A second attempt at Cape Canaveral, Florida, by the Navy to launch the Vanguard ended unspectacularly last month when the firing was postponed because of mechanical faults. It was then agreed that the Army team under the scientific leadership of Dr. Wernher von Braun should make the attempt with the Jupiter, held in readiness for some time. At 10.48 p.m. last Friday the Jupiter was launched and a few minutes later the Explorer was in orbit. It is bullet-shaped and about 80 ins. long. Its orbit is 230 miles from the earth at its lowest point and 1,700 miles at its farthest. Its speed is 18,000 m.p.h. and the orbit is completed every 114 minutes. (Further pictures of the first American satellite are on pp. 206-207.)

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A TRADITIONAL WINTER SPORT IN SCOTLAND: Play is in progress in the Atholl Province Curling Bonspiel on Polnie Loch, near Dunkeld. A hundred competitors from North Perthshire entered. The weather was extremely cold, giving excellent conditions for the traditional " roaring game " of Scotland, which has now achieved a world-wide popularity.

A London Newsletter

195-198, STRAND, W.C.2.

Economic Debate.—The recent economic debate in the Commons was certainly timely and very properly ranged wider than matters directly arising from the Treasury resignations. Indeed, the Government clearly desired to derive from it more than a vote of confidence in its determination to carry on the guaranteed battle against inflation and for the pound. Sterling has been temporarily rescued not only by Government measures. The fall in world prices has contributed to its improvement. Moreover, it is only recently that the belief that trade recession in America and elsewhere would be short-lived has become open to serious doubt. The effect of a continuing recession on our own trade and on full employment is too clear and certain to be brushed aside. It is a matter of shame that in the worst periods of slump and unemployment in Britain in our time, when we had the means, we took no steps to tackle unemployment and its embittering effects by launching out into large projects of public work, already long overdue or foreseen to be required. To-day, the means to meet such an emergency, even on a much smaller scale, are not available. There is no margin for capital expenditure for an emergency. It has been calculated that our sterling reserves are equal only to thirteen days of the sterling area's trade turnover. The first duty of a Government must still be to strengthen our external balance of payments. There is nothing left over for emergency capital expenditure to tide over even a short recession at home. Mr. Thorneycroft must be credited with having this possibility in mind, with being perhaps in advance of, or less hopeful than, his colleagues when he stood and fell on the strict measurement of the ceiling of public expenditure. That is why the nation's vote of confidence (outside the House) must be deferred until the departmental estimates have been examined and the Budget " secrets " are no longer liable to " leakage." With a new danger on the horizon, the Government no doubt welcomed new ideas, from whatever source (as Lord Hailsham declares the Tories always do), no less than a token and interim O.K. from their supporters in the House.

The Time of the House.—Many of those members who made up the Government's satisfactory majority after the economic debate quite clearly revealed two loyalties. First, to the Government in power asking for a vote of confidence; second, to those rigid principles of economy stated clearly, bravely and with dignity by Mr. Thorneycroft. Assuredly, in the coming weeks and months their first loyalty is conditioned by their second. All such who voted for the Government must be expected to act as watchdogs on Government spending, as preachers of further economy, however unpleasant, and as resolute opposers of any compromises " for the sake of peace " from the rigid programme of retrenchment long promised and still regarded as a mandate. The Government got its vote of confidence and can rejoice over the figures. It will do well to examine the figures of those who gave their votes with a string attached. It must seem odd to many that in times as critical as that economic debate proved them to be, the House should devote two vital days to flogging the dead donkey of the Bank Rate " leakage." For if this is not superficially an example of pursuing a practice recently trounced in the Press—Parliament wasting time over trivial or irrelevant matters—I do not know what is so. It need not take two days or one day to extract from the Opposition an apology for wasting so much time and money over the leakage probe, whose findings the party apparently accept. No one can say that, in our present plight, proposals for altering the methods of selection of Bank of England directors can be of first priority, but the decision to allot two days to the subject clearly showed that these days were to be an extension of the economic debate and that a wide range of subjects affecting the " City " and its set-up and practices and other matters concerned with our economy would be hotly debated.

Sir Ivor Maxse.—General Sir Ivor Maxse, who died at Midhurst last week at the age of ninety-five, was anything but a conventional soldier. His family environment made that unlikely. He was a son of Admiral Frederick Maxse, friend of Meredith (who used him for the portrait of *Beauchamp*), of John Morley, Clemenceau and Joe Chamberlain, and he spent a deal of money in his hobby of house-building and house-moving. He was out to reform the world and his children learned from childhood to tear the heart out of books and new ideas, and to argue among themselves with a fury which their soft and sibilant speech denied. Leo Maxse, famous polemical editor of the *National*, was his brother and Lady Edward Cecil, afterwards Lady Milner, one of his sisters. He joined the Coldstreams after some years in the Royal Fusiliers and commanded a battalion, later a brigade, and in France, first the 18th Division and latterly the XVII Corps. His command's code sign (an M and crossed axes) remains a vivid memory to all who fought in the mud round Thiepval and during the March 1918 retreat. He was an inspired trainer of troops and must have saved thousands of lives when his theory of " infiltration " was finally triumphant over High Command tradition. To the end of his long life, his mind moved with a swiftness which often embarrassed and sometimes daunted young and old. As his father once said: " All my children think they know as well as I do. Ivor thinks he knows a good deal better." And indeed on all subjects, political, military, literary and horticultural, he was forceful and quite certain of himself. But at heart he was intensely humane and kindly. He married Miss Mary Wyndham, daughter of the 2nd Lord Leconfield, and she had all the quickness and brains and the power to absorb knowledge which enabled her to hold her own (and more) in that remarkably controversial and clever family. In 1945 I helped her family to write a memoir of her, but little help was needed from outside.

Generous Hosts.—I think it is true that our Welfare State attracts refugees from less outwardly prosperous countries. It is certainly necessary for the Government to emphasise publicly that they cannot find asylum here simply because they prefer the amenities we offer to those offered elsewhere. They can't switch asylums on a nice calculation of £ s. d. advantages. Which invites attention to our remarkable official readiness to provide foreigners who come here to fill domestic service vacancies with cradle-to-grave security. Very few of them intend to stay for more than two years. They come to learn a little English and send home £200 or £300 of English money. Their employer's share of insurance contribution is now approaching 10s. a week a head and the bulk of that contribution is to ensure them future benefits they will never require, never dream of requiring. Certainly the best propaganda-appeal to foreigners to " come to Britain " is found in the letters written home by those who have got a footing here and enjoy the free services offered, but I wonder whether, with our limited resources and huge population, we can afford to mulct the employer so heavily to provide for benefits which will never be taken up. I suppose that nine out of ten European domestic servants in Britain are birds of passage who need no more than free medical attention for two years at most. In providing for their " old age in Britain," I suppose, we compel them to contribute to our *national* welfare. But it is hard on their employers to pay twice over for that.

Bishop Bell of Chichester.—Sussex now must say good-bye to as good a Bishop as any on the distinguished list of its Bishops. Dr. George Bell was appointed to the See in 1929 and retires at the age of

RATES OF SUBSCRIPTION TO "THE SPHERE"

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IN NEXT WEEK'S ISSUE

CANADA'S TRADE CHALLENGE TO BRITAIN

A Special, Illustrated Section Dealing with the Commercial Relations Between the Two Countries

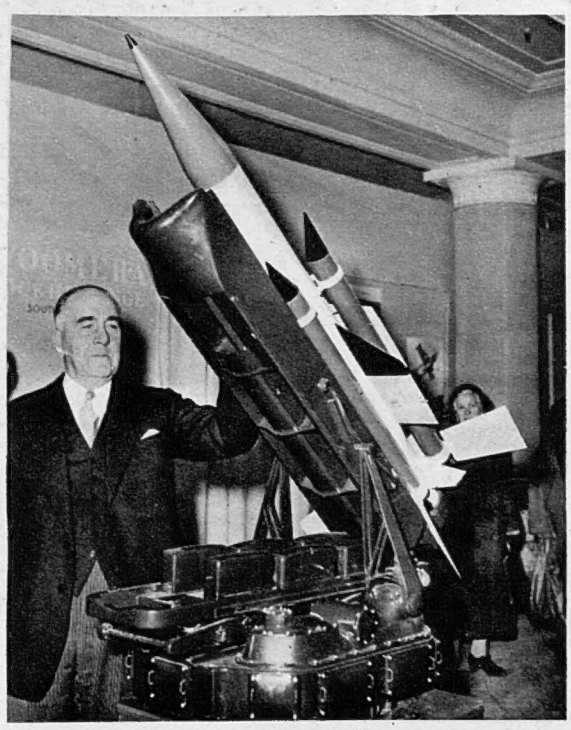
THE ANNIVERSARY OF KING CHARLES THE MARTYR: An annual service is held below the bust of Charles I in Whitehall, London. It was from this building (now the Royal United Services Institution) that the king walked to his execution on January 30, 1649, and inspired Marvell's lines "He nothing common did, or mean, Upon that memorable scene."

RETURN FROM GERMANY: The 1st Battalion, the East Surrey Regiment marches through Bury St. Edmunds past some of the historic monuments of the city. The Battalion had just returned to Britain after two-and-a-half years in Brunswick, West Germany. Before leaving there it had been presented with a silver plaque by the Oberburgermeister.

seventy-five. He was a scholar from Westminster at Christchurch, Oxford, with a First Class in Mods and the Newdigate Prize to his credit. He was a tutor at Christchurch after a curacy at Leeds up to the First World War, when he became Chaplain to Archbishop Davidson, whose *Life* he wrote. He was Dean of Canterbury from 1924 to his coming to Chichester as Bishop. He is the author of many books on religious and literary subjects, and a great upholder of the uses of art in religion. It has been said that he was too politically-minded. It is an odd criticism of one who has fought for so many years, with constant courage and perhaps with the sacrifice of still higher promotion, for the ideal of a Church in step with the times and capable of entering into the problems and anxieties of the people in an era of violent change and mortal danger. I heard of no such criticism in Sussex. What most appealed to Sussex people was the simplicity, the friendliness, the constant labours of their Bishop. None who listened to his sermons to children at confirmations, to his words to young people on marriage, could fail to appreciate the character and humanity of their Bishop; and every parson in his diocese would pay tribute to his understanding and sympathy and complete freedom from episcopal pomp. As a Bishop he was simple, direct, overflowing with kindliness and humour, and in his work he was blessed with a partner in Mrs. Bell, who shared his long years of success and popularity by the exercise of the same qualities. All his Sussex flock will wish him happiness in his retirement in Canterbury, though "retirement" is hardly the *mot juste*. The "Bishop's engagements" every week are not likely to be much reduced.

The Will of the People.—It is interesting and important to learn from Mr. Gaitskell that, when "Labour rules again," his party will not restore food subsidies. Interesting because the Opposition has made much capital out of the abolition and out of the need for price controls. But both of these measures imply some return to rationing, and the Socialists are well aware that the reimposition of rationing and its attendant labours and anxieties are anathema to the public and would lose the party many votes. This is another example of how a policy of courageous measures "however unpopular" is liable to be gentled by the fear of losing votes. We should not make too much play of it. The Government of the day is in power by the majority vote of the electors and its only chance of getting power and keeping it is by the will of the electorate. So even a Shadow Cabinet must sometimes eat its words and moderate its policy so that no advocated measure should alienate sufficient voters to hazard victory at the polls. And certainly there 's no doubt that any return to rationing is such a measure. So perhaps we may take heart that our democracy is still government by the people for the people, which we sometimes doubt. But it is all very puzzling. Dictatorship and democracy have many forms and evoke various reactions. We can observe it in microcosm in the tiny Principality of Monaco. Those who occupy the extreme left wing in politics are, for the most part, under dictator government and subscribe or submit to it. In Monaco Prince Rainier can refuse to accept laws submitted to him by his "parliament." Dr. Simon, who now demands constitutional and democratic reform, is presumably more to the "left" than his predecessors. One might suppose that he would be more, not less, sympathetic to dictatorship. But no doubt he, too, is alive to the will of the people.

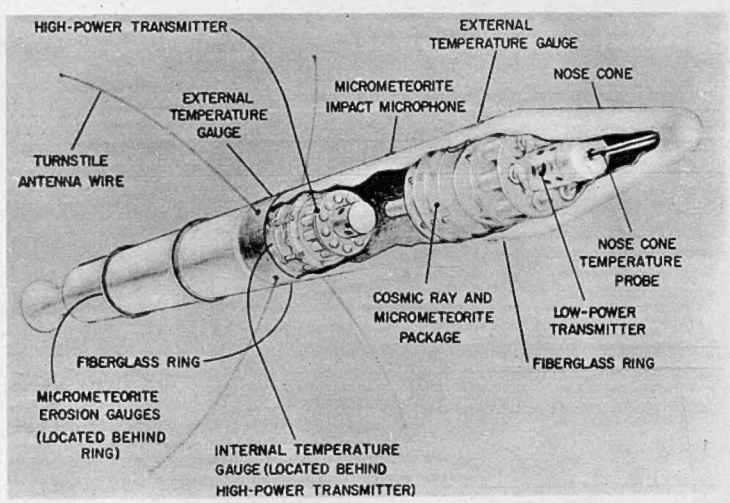
Love's Labour Won.—The last word on Shakespeare will never be said. Who would wish it said? He is the perennial interest of many millions. It is no news that a play called *Love's Labour Won* was attributed to Shakespeare, but there has been no printed or written reference to it since 1598 and speculative scholars have assumed that the title was an alias of one or other of the known plays. Now a London bookseller reveals that in a job-lot of books cheaply bought, he found a contemporary bookseller's list (1603) naming the works of Shakespeare then on sale. They include *Love's Labour Won*. A scoop indeed; the finder sold his find to Illinois University for £600 and Professor Baldwin has made it the subject of a monograph. The find was hidden in a copy of old sermons and the "lost" play was written in "spidery handwriting." The iron curtain of suspicion nowadays is as opaque over all new Shakespeare discoveries as it is in relations with the Kremlin. The tale of forgeries spread over two-and-a-half centuries is a disillusioning story of the credulity of savants and of the skill of forgers; and the scoops they made in their day (from William Ireland, the teen-age scrivener, down to John Payne Collier, that erudite Shakespearean scholar, librarian to the Duke of Devonshire, whose "spidery handwriting" was the basis of forged glosses of the Egerton papers and of Alleyn's diaries) thrilled and divided literary London in early Victorian days. But the parties concerned in the new find are all reputable men, and Professor Dover Wilson is prepared to consider seriously the new find. He could not be expected to go further at this stage.



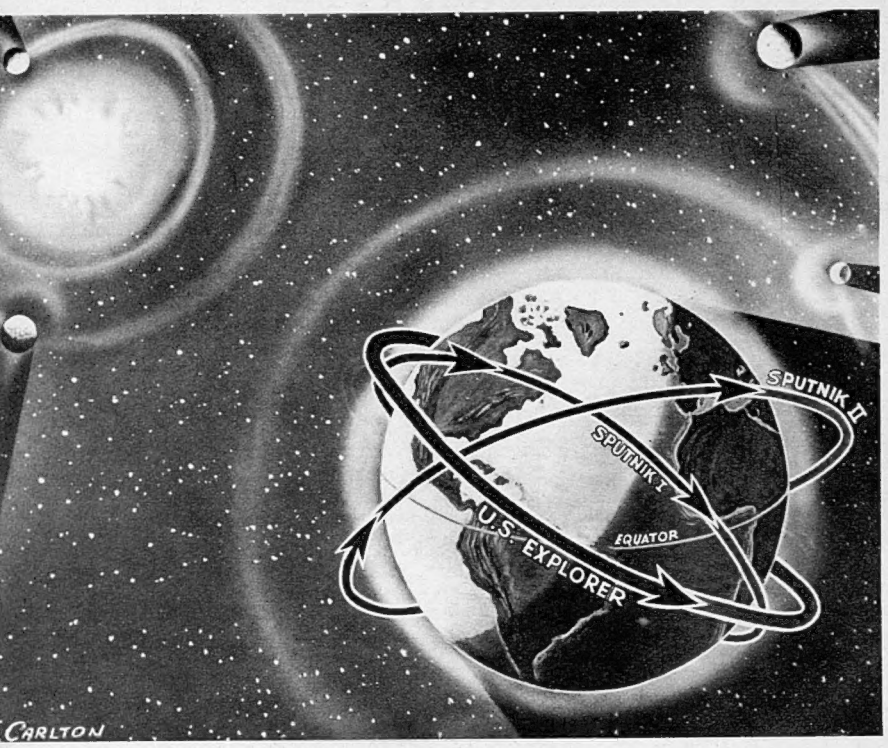
"ADVANCE AUSTRALIA": Sir Eric Harrison, the Australian High Commissioner in London, examines a model of a Thunderbird guided missile, one of the rockets used at Woomera. He had just opened the Advance Australia Fair Exhibition at Selfridges in Oxford Street.

An Inch of Snow.—Central Southern England could count itself lucky during the first few days of the snow- and freeze-up which disrupted communications over most of England and Scotland for several days. But before the end it received its small ration and that showed what an inch or so of snow can do to bog down business in counties which almost invariably get, and yet never prepare for, a brief cold snap. Snow-ploughs are not regarded as necessary for this fortunate area. Sanding is confined largely to the main roads or tricky turns and hills. The secondary roads are neglected and become sheets of ice after the passing of the first pioneers of delivery, and people living a mile or two from a village centre are often as isolated as those cut off by drift and blizzard in the Far North. An inch of snow can delay the posts and newspapers and the village grocer and the milk, and every year the road conditions are described as the worst for years. Such is the evil power of an inch or so of snow fortuitously dropped in twenty minutes by a passing cloud. We are a very conservative race and a very hopeful race, but perhaps it is good for us sometimes to stand on our own legs and fend for ourselves like Robinson Crusoe by the exercise of prudence and improvisation. We are becoming far too prone to expect spoon-feeding. But I doubt if we shall get it during the next promised freeze-ups this winter.

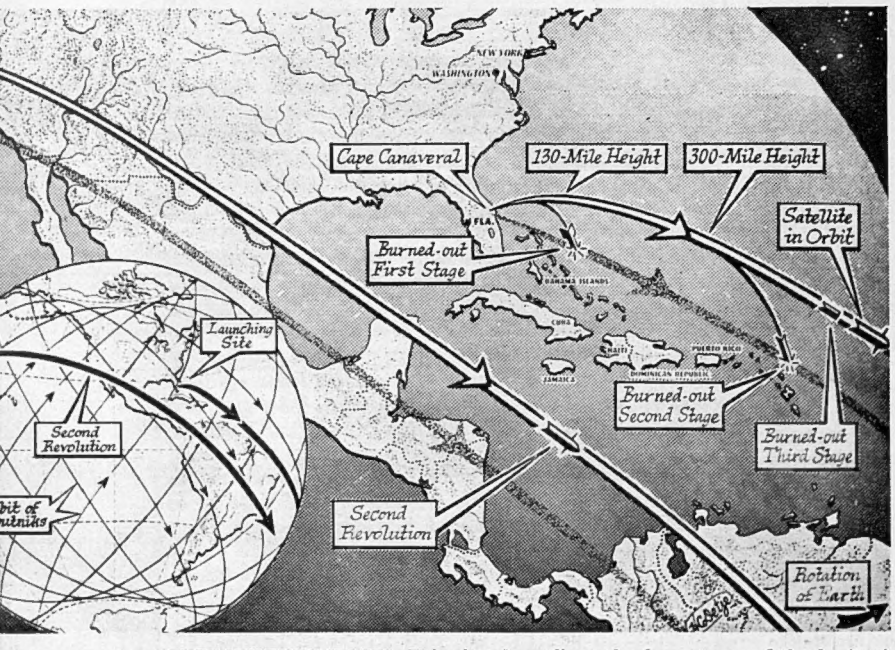
THE OLD STAGER



A CUT-AWAY DIAGRAM OF THE EXPLORER: The bullet-shaped satellite which was successfully launched on January 31 by the United States Army rocket, Jupiter-C, is shown here in section revealing the disposition of instruments carried in it. The transmitters are considerably less strong than those installed in the Russian Sputniks, but they will function for a longer period, since the drain on the batteries has been reduced.



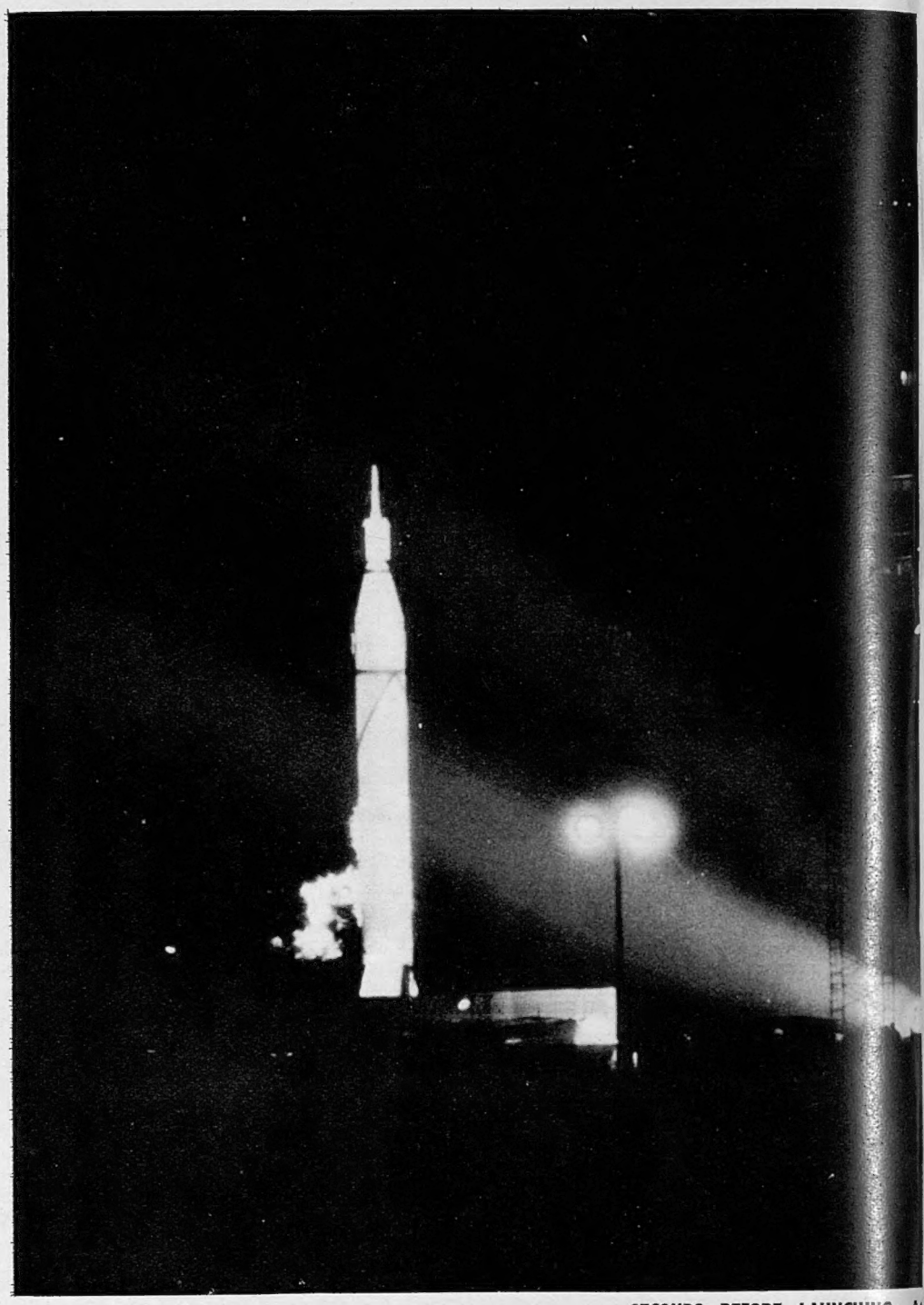
THE ORBITS OF THE FIRST MAN-MADE MOONS IN HISTORY: The first satellite, Sputnik I, which was launched by the Russians on October 4, 1957, was burned out several weeks ago when it descended into the earth's atmosphere. Sputnik II, launched on November 3, is still in orbit, but the radio transmitters have long since ceased to function. The major part of the orbit of the United States Explorer is across the Southern Hemisphere and it is not likely to pass over Europe or Russia at present. In comparison with the Sputniks, the Explorer is small. It weighs just over 30 lb. including the 12 lb. of the final stage of the Jupiter rocket which is travelling with it. Sputnik I weighed 184 lb. and Sputnik II 1,126 lb. The maximum height of Explorer's orbit is at 1,700 miles much higher than the Russian achievement of 1,056 miles with Sputnik II. The fuel used to fire the Jupiter-C rocket which launched the Explorer was a new blend, hidyne based on hydrazine, and was developed only six months ago. It has never before been used with a high-thrust rocket engine. It is said to increase thrust and range by 12 per cent. over the fuels previously used. It is probable that another attempt will be made to launch the Vanguard, which has had two major failures.

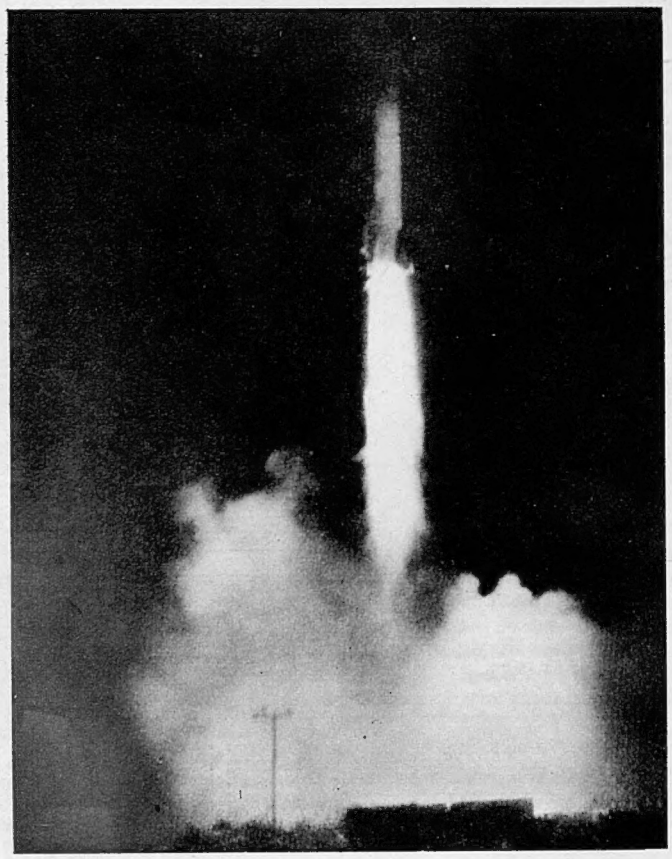


THE LAUNCHING STAGES: This sketch outlines the four stages of the Jupiter's journey which lifted the Explorer into its orbit around the earth. On left is a comparison of the first two Explorer revolutions and the orbits of the Sputniks which have encircled the globe like twine around a ball.

SUCCESS FOR THE AMERICAN SATELLITE

Relief in the United States as the Army Jupiter Rocket Succeeds Where the Naval Vanguard Failed





SECONDS BEFORE LAUNCHING: At Cape Canaveral, Florida, the United States Missile Testing Range, the Army rocket, the Jupiter-C, stands floodlit on the launching pad. A few moments later it was fired, and the Explorer satellite, which can be seen as a thin projection on the tip of the rocket, was placed in orbit around the earth. On the extreme right of the picture is the tall gantry tower which is used to service rockets before they are moved into the final launching position. The successful launching of the satellite was achieved only a few days after a second attempt to launch a satellite by the Vanguard rocket proved abortive owing to mechanical faults.

On left—

THE ROCKET IS AIRBORNE: The 70-ft Jupiter rocket bearing the satellite rises into the air. The new fuel used to launch the rocket was so successful that experienced observers said that they had never seen a projectile leave the ground and disappear with such swiftness.

THE ROAR OF THE ROCKET: Rapidly gathering speed the Jupiter-C rises into the air at 10.48 p.m. on January 31, an historic moment in the history of the United States of America. A few moments later the first American satellite had begun to circle the earth. It will remain in orbit for at least nine months, and perhaps for years.

On right—

TWO HAPPY GENERALS: Major-General Donald N. Yates, the Commandant of the United States Air Force Missile Centre (left), and Major-General John B. Medaris, Commanding Officer of the Army Ballistic Missile Agency, wear broad grins as they congratulate each other at Cape Canaveral after the launching.

HOLDING AN EXPLORER ALOFT: In Washington three of the scientists who perfected the satellite exhibit it to a news conference. They are, left to right, Dr. William H. Pickering, of California Institute of Technology; Dr. James Van Allen, University of Iowa, and Dr. Wernher von Braun, the army expert who designed the Explorer.

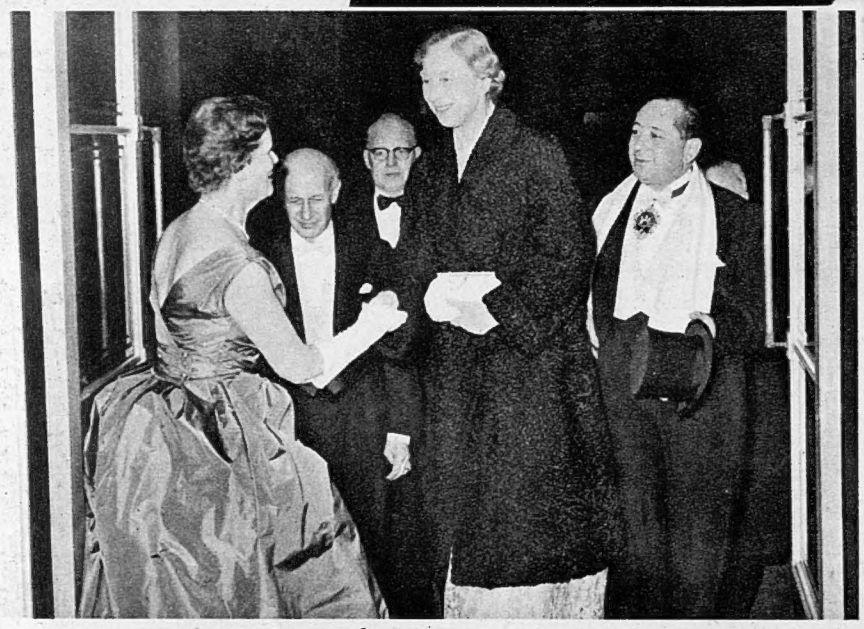
CENTENARY CONCERT OF THE HALLÉ

An Historic Occasion for the Manchester Orchestra

On Thursday evening of last week (January 30) in Manchester Sir John Barbirolli brought down his baton for the opening bars of the Overture of "Der Freischutz." The music was a precise repetition of the start of the first concert given by Charles Hallé exactly 100 years before. The difference was in the surroundings. Ironically, the Free Trade Hall, which introduced so much German music to England, was one of the worst-hit victims of the savage German attacks on Manchester in the last war. As it is to-day it has been most extensively rebuilt.

Hallé, who was knighted by Queen Victoria, was a native of Westphalia settled in Manchester. According to the records, his orchestra was gathered together somewhat fortuitously and for many years was referred to as Hallé's Band. Its great days started in the late nineteenth century when Gustav Richter was appointed conductor. He was the first of a distinguished line. Commenting on the centenary in THE SPHERE of December 21 last year, Neville Cardus wrote: "The orchestra is a national musical possession. Its persistence and excellence are the consequence very largely of the fact that it has been for the most part in the hands of a permanent conductor. Hallé, Richter, Beecham, Harty, and now Sir John Barbirolli."

THE 100TH BIRTHDAY OF A WORLD-FAMOUS ORCHESTRA: Sir John Barbirolli conducts the Hallé Orchestra in the concert commemorating its centenary in the Free Trade Hall, Manchester, last week. Below the conductor's dais is a bust of Sir Charles Hallé the Orchestra's founder, which gave its first concert on January 30, 1858.



THE GUEST OF HONOUR AT THE HALLÉ CENTENARY: The Princess Royal is greeted by Mrs. Leonard Behrens, wife of the Chairman of the Hallé Society, at the entrance to the Free Trade Hall. On the right is Alderman Leslie Lever, the Lord Mayor of Manchester.

AMONG THE DISTINGUISHED AUDIENCE: *Left*—Lord and Lady Harewood at the reception given after the concert by the Lord Mayor of Manchester. *Right*—Arriving at Free Trade Hall are, from left, Lady Barbirolli, Mr. Crickmore, the Hallé Manager and Mrs. Behrens.

CONDUCTOR AND ORCHESTRA: Sir John Barbirolli acknowledges the applause from the audience. The programme for the centenary concert began with Weber's "Der Freischutz" Overture, with which the first concert opened precisely 100 years before.

THE NEWS IN PICTURES

THE QUEEN MOTHER IN CANADA: Her Majesty walks with Mr. Vincent Massey, the Governor-General, after leaving her aircraft, which had landed at Montreal for refuelling, on the first stage of her Commonwealth tour. The BOAC, DC-7C aircraft had made an instrument landing amid snow flurries, and snow-ploughs had worked throughout the day keeping the runways clear. Two days later, at Fiji, the Queen Mother transferred to a Britannia airliner for the last stage of her journey to Auckland.

MR. MACMILLAN IN AUSTRALIA: He is sheltered from the rain by an umbrella held by Mr. Robert Menzies, the Australian Prime Minister, on his arrival at Parliament House, Canberra, for talks with the Australian Cabinet. The previous day he had arrived at Sydney from New Zealand. From Sydney he had flown to Canberra, where he was greeted at the R.A.A.F. airfield by Mr. Menzies and Mr. Casey, External Affairs Minister. At an Australian Parliamentary dinner Mr. Macmillan received a great ovation from people of all parties after a speech in which he said that Britain was still Australia's most important trading partner. He added that British investment in Australia was far higher than that of any other country. There was a steady flow of British immigrants who went to Australia to make their careers in what was rightly regarded as "a land of wide horizons and ever-increasing opportunities."

MAORI GREETING FOR MR. MACMILLAN: On the Prime Minister's left is Sir George Mallaby, the U.K. High Commissioner in New Zealand. On his right is Lady Macmillan. Next to her is a Maori elder. The fifth member of the group is Lady Mallaby. On his journey through Waikato, Mr. Macmillan was welcomed at Ngaruawahia, near Hamilton, by Maoris cheering and waving branches. During a short stop he was received by the Maori "King Koroki" and his elders.

On right—

ANOTHER STAGE OF THE PRIME MINISTER'S COMMONWEALTH TOUR: He is shaking hands with Mr. Walter Nash, New Zealand's Prime Minister, on arrival at Parliament House, Wellington, for talks.

CHANGE OF COMMAND IN THE ISRAELI ARMY: President Ben-Zvi (right) and Premier Ben-Gurion sit in Jerusalem with, behind, on left, General Moshe Dayan, who had just resigned as Chief of Staff. He directed the Israeli rout of Egypt in Sinai. Centre is General Laskov, new C.o.S., and right, Brigadier Zvi Tsur, his deputy.

THE NEWS IN PICTURES

A PITCHED BATTLE IN THE STREETS OF NICOSIA: A cloud of tear gas rises in a street near Ataturk Square in the capital of Cyprus. Police had employed this weapon in an effort to disperse Turkish demonstrators who were threatening a very ugly situation. *On right*—The gas by itself has not been enough and troops and police are engaged in a virtual pitched battle with the Turks in a neighbouring street. This was an incident in the first of two days of some of the worst riots Cyprus had ever known. When order was finally restored, at least five Turks had died in the clashes in Nicosia and elsewhere.

MR. KADAR RESIGNS AS PRIME MINISTER OF HUNGARY: He is speaking to the National Assembly in Budapest to announce his decision. In the centre of the front row is the President of Hungary, Istvan Dobi, and on the left Mr. Ferenc Münnich, who was recommended by Mr. Kadar as his successor. Mr. Münnich was duly elected by the Assembly. Although he has resigned the Premiership, Mr. Kadar retains the far more important post of Secretary-General of the Hungarian Communist Party. He became Premier in autumn 1956 and rigorously repressed the Hungarian Freedom Uprising.

CALM BEFORE THE STORM: Sir Hugh Foot, carrying a bunch of flowers, is welcomed at a Turkish village. The atmosphere is friendly but in the background is a banner ominously demanding Partition. The picture was taken while the Governor was on tour in the island shortly before his sudden departure for Ankara for consultations with Mr. Selwyn Lloyd during the Bagdad Pact Conference. While he was absent from Cyprus, riots and battles broke out in the Turkish communities of Nicosia and Famagusta. Although order was soon restored—largely, it was believed, on instructions from the Turkish Cypriot leaders—the outbursts of grave violence were regarded as a setback towards a settlement in Cyprus. Extremist Greeks were expected to become active again and at the beginning of this week Sir Hugh Foot issued a stern warning against any renewal of violence, especially from Eoka. (Bagdad Pact Council pictures on p. 216.)

On right—

THE PROCLAMATION OF THE UNITED ARAB REPUBLIC: Standing in the car are President Kuwatly, of Syria (left), and President Nasser, of Egypt. They are acknowledging the cheers of the crowds as they drive through Cairo during the celebrations of the proclamation of the Union of Egypt and Syria in one state to be called the United Arab Republic. The two countries are to be fully merged with one President (probably Colonel Nasser), one army and one flag. Approval is to be sought in a "popular plebiscite" later on this month.

THE NEWS IN PICTURES

AN INTERNATIONAL AWARD FOR BERTRAND RUSSELL: At the Unesco headquarters in Paris the celebrated scientist-philosopher is congratulated by the British Ambassador to France, Sir Gladwyn Jebb, on receiving the Kalinga Prize for the popularisation of science. Second from the left is Dr. Luther Evans, the Director-General of Unesco, and on the extreme right is the Indian Ambassador to France, Mr. K. M. Pannikkar.

A DIPLOMATIC RECEPTION IN BRUSSELS: Sir George Labouchere, the British Ambassador to Belgium, bows to King Baudouin at a reception in the Palais Royale, Brussels. On the King's left is Monsignor Orni, the Papal Nuncio in the Belgian capital, who presented Sir George and Lady Labouchere, together with other members of the Diplomatic Corps. They gathered to give New Year greetings to King Baudouin.

On right—

A DISTINGUISHED GUEST FROM GHANA SPEAKS AT THE WHITE HOUSE: President Eisenhower listens to Dr. Lawrence Apaloo, the Director of Technical Education in the State of Ghana, deliver an address at the White House, Washington. The occasion was a ceremonial commemoration of the tenth anniversary of the United States Information Service and the Voice of America operating under the Smith-Mundt Bill passed in 1948.

On left—

DANES PRESENT A STATUE TO PARIS: During the playing of the French and Danish National Anthems the Danish Ambassador to France, Hr. E. Waerum, and the Mayor of Paris, M. Marcel Leveque (right), stand bareheaded. The occasion was the unveiling of the striking statue, called "France Reborn," which now stands on a bank of the Seine. The work has been presented to the French capital by members of the Danish colony in the city. It was sculpted by Holcer Wderkinch. "France Reborn" was first brought to Paris two years ago for display at an exhibition. Afterwards it was retained and eventually purchased by subscription. The Danes of Paris intend their gift to be a sign of appreciation for their adopted city.

THE INDONESIAN PRESIDENT VISITS RANGOON: During his official visit to Burma President Sukarno tours the temples of the Shwedagon Pagoda at Rangoon. He is in the centre of the picture, in uniform. With him is the retired Chief Justice of Burma, U Thein Maung. President Sukarno is carrying out an extensive tour of the Far East. On the following day he flew with his entourage to Siam for a three-day visit.

ANOTHER VISITOR TO RANGOON: A few days before the visit of the Indonesian President, the Premier of Czechoslovakia, Mr. Viliam Siroky (in the light suit), also inspected the Shwedagon Pagoda in Rangoon. Accompanying the party is the Burmese Ambassador to Russia, U Kyin, who is wearing Burmese national costume. He had flown from Moscow to arrange for the goodwill visit of the Czech delegation to Burma.

THE NEWS IN PICTURES

A LIVERY BANQUET IN THE CITY: The President of the Fruiterers' Company, Mr. Percy Cranmer, receives the past President of the Company, Mr. W. Clayton-Russon, on the occasion of the annual livery dinner at the Grocers' Hall, London. Among the guests were the Lord Mayor of London, the Bishop of London and the Postmaster-General.

THE SOVIET AMBASSADOR CUTS A CAKE: Mr. Jacob Malik, aided by Miss Beryl Grey, the ballerina who has recently returned from Russia, cuts a cake in the Prince Consort Room of the Royal Albert Hall, London. Mr. Malik was the guest of honour at a reception to announce the visit of the Ukrainian State Cossack Company to London.

SOIL TESTS AT HYDE PARK CORNER: Workmen make a preliminary bore in the first of a series of tests to find out the nature of the subsoil. This is the site of the proposed tunnel, from Knightsbridge to Piccadilly, which will relieve congestion at London's busiest crossing.

THE FIRST STEP TOWARDS A NEW HYDE PARK CORNER: In the lower left corner of this general view of the famous London road junction can be seen the corrugated iron enclosure which conceals the equipment set up to make test bores for examining the subsoil. A four-lane tunnel will be built from Knightsbridge (upper right) to Piccadilly (lower left). St. George's Hospital, in the centre background, will not be removed.

THE CONSECRATION OF A NEW BISHOP: Rarely have the Bishops of Wales been photographed together, but on the occasion of the consecration of Archdeacon J. J. A. Thomas as the new Bishop of Swansea and Brecon they posed for this picture. From left to right are the Bishops of Bangor, Llandaff and St. Asaph, the Archbishop of Wales, the new Bishop, the Bishop of Bath and Wells (who was present at the ceremony) and the Bishop of St. David's. The consecration service, which took place in St. Woolos Cathedral, Newport, Mon, was bilingual. It was the first to be held in the Cathedral, where only seven weeks ago Dr. Edwin Morris was enthroned Archbishop of Wales.

GENERAL SPEIDEL AT CAMBERLEY: The Commander Allied Land Forces, Central Europe, General Hans Speidel, is seen with the Commandant of the Staff College, Camberley, Major-General J. H. N. Poett. General Speidel delivered a lecture to future staff officers on tank warfare. He described his experiences as chief-of-staff to General Rundstedt during the fighting on the Russian front in the last war and the many practical lessons on tactics that he had been taught in this bitter and exhausting campaign.

MOUNT VESUVIUS WEARS A WINTER COAT OF SNOW: A white cape of snow mantles the shoulders of spectacular Mount Vesuvius covering the lava-rugged slopes around its spent crater. The snow settled on the slopes during a recent cold spell of weather, presenting an unusual sight on the inactive volcano which dominates the City and Bay of Naples. A few flakes of snow also fell and settled in the centre of the city but the temperature quickly melted them away. The vast cone of Vesuvius, which is about 3,890 ft. in height, rises from the shore of the Bay of Naples and towers over the whole of the city's east suburbs.

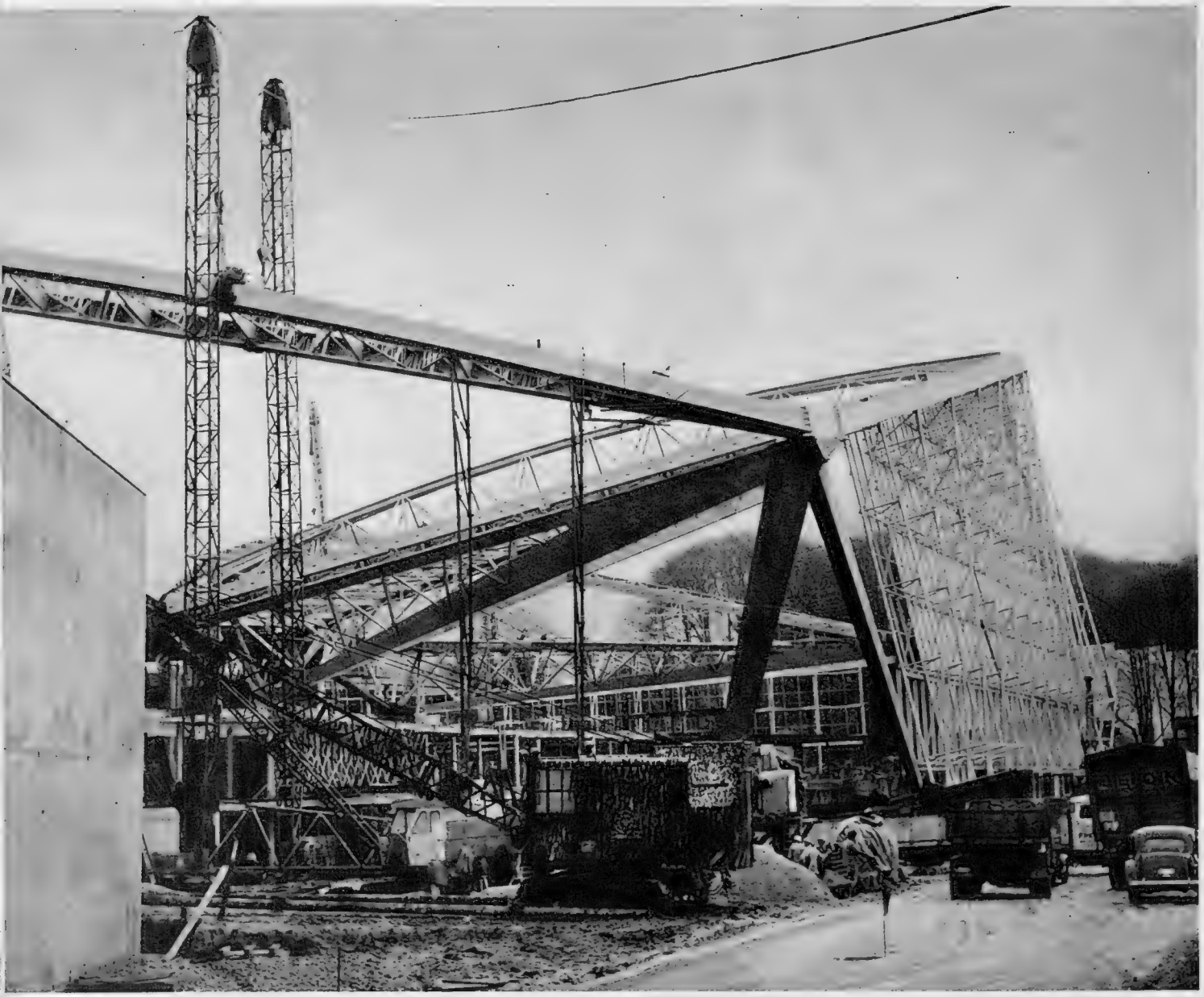
On left—

UPRISING IN THE CITY: A general view of the clash in the City of Naples between the police and students in which many people were injured. The rioting broke out after the students rebelled against a ruling by the Ministry of Education requiring them to sit a state examination in addition to their normal papers before being able to qualify for professional jobs. During the riots, students barricaded themselves in a building while food was passed to them by sympathisers. When the police dispersed the crowds, many had been arrested, but the students inside the building remained firm.

VOLCANIC SITUATIONS

Views of Vesuvius in Winter and a Students' Riot in Naples

A NEW LANDMARK IN THE BAY OF NAPLES: A panorama of the City and Bay of Naples showing, in the foreground, the first Neapolitan skyscraper to rise in the area. When completed, the thirty-storey structure will be an impressive challenger to Mount Vesuvius, seen in the background, as the dominating feature of the bay, which opens its sweeping curve to the Mediterranean Sea. The new buildings which are rapidly rising in Naples provide a striking contrast to the old, for hitherto Naples has had little of interest to offer in modern architecture. The flat roofs of some of the older houses, which serve as summer lounges, give the city an almost oriental appearance.



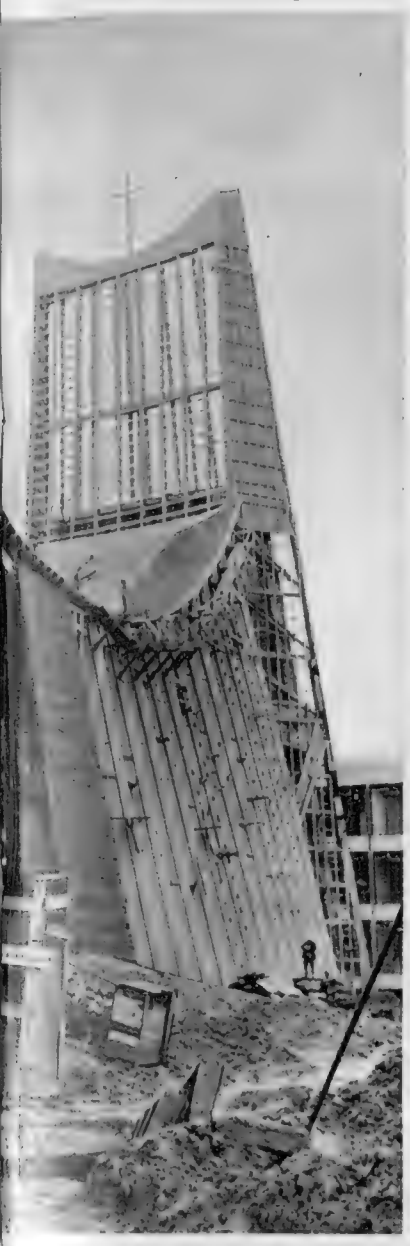
DARING NEW BUILDING SHAPES: *On left* **is the semi-completed national Exhibition 1958. It has been designed by Guillaume methods. The entire superstructure is made of steel frames among the forty-six states represented. The picture shows construction. The Exhibition will open on April 17, and 35,000,000 people before it closes next October. 32,000,000**

THE BRITISH INDUSTRIES PAVILION: The building work of the pavilion is almost complete. It stands on a five-acre site, alongside the British Government Pavilion and Whitbread's Britannia public-house. Architects of the pavilion are Edward Mills and Partners, and the construction work has been carried out by Richard Costain Limited in association with the Belgian firm, Blaton Aubert.

On right—

THE GARDEN OF THE FOUR SEASONS: The garden will be one of the attractive horticultural features of the Brussels International Exhibition. It has been divided into four sections, each representing a different season of the year.

THE FUTURISTIC DESIGN OF THE BRITISH PAVILION: The crystal in London. In the background is one of the crystallin make up the design. The architects are Howard



French Pavilion at the Brussels Inter- ...et and makes use of novel building ... *right*—The Vatican City will be ... pavilion of the Holy See under ... is expected that it will be visited by ...ple visited the 1889 Paris Exhibition.

THE MAIN FEATURE OF THE EXHIBITION : Under construction is the Atomium, a 360-ft.-high structure based on the illustration of the orbits of electrons around a central nucleus. Each of the nine spheres will have a diameter of 66 ft. The topmost will be a restaurant.

PROGRESS ON THE BRUSSELS EXHIBITION

The Building Stage Nears Completion

Thirty-five million people are expected to visit the Brussels International Exhibition which opens on April 17. If this figure is achieved the world record for Exhibition attendance which has stood for nearly seventy years, since 1889, when 32,000,000 visited the Paris Exhibition, will be broken. The site of the Brussels Universal and International Exhibition 1958, to give its full title, covers roughly 500 acres on the northern outskirts of the city.

The Belgian Commissioner-General, Baron Moens der Fernig, has summed up the purpose of the Exhibition thus: "It is to be more than a fruitful inventory of the conquests of our century; it is designed to be a plea in the defence of Man. On these vast acres, every nation will present its own conception of happiness and the means which, to its own mind, are appropriate to achieve this aim."

The main feature of the Exhibition will be as revolutionary as the Crystal Palace and the Eiffel Tower were in their day. It is a representation of a steel crystal enlarged 200 billion times. The Atomium, as it is called, will rise 360 ft. above the ground, almost as high as St. Paul's Cathedral. The "atoms" on the crystal will consist of nine steel spheres, each 66 ft. in diameter, and all connected by tubes containing lifts, escalators or moving floors. In the topmost will be a restaurant looking out across the Belgian capital and the Exhibition grounds.

Now nearing completion are the pavilions of the forty-six nations and eight international organisations which are taking part. Britain's site is one of the five largest, the others being U.S.A., U.S.S.R., France and Holland. Belgium's own section, with the Belgian Congo, occupies a quarter of the entire Exhibition.

The Exhibition will remain open until October 19. National days have been offered to all nations requiring them and Britain has accepted July 10-12, during which special programmes will be arranged as highlights to the existing Exhibition features.

shaped walls are a reminder of the Crystal Palace, the main feature of the 1851 Exhibition spires which will be illuminated at night. Small apertures filled with coloured glass Lobb and Partners. The Crystalline Hall is part of the British Government Pavilion.

THE UNITED STATES PAVILION : The American Pavilion is completely circular in shape and is believed to be the biggest of its kind in the world. The architect is Edward D. Stone. The object of the Brussels Exhibition has been summed up as a plea in defence of Man.

BAGDAD PACT CONFERENCE

The Member States at the Council Meeting in Ankara

The powers of the Bagdad Pact—Britain, Iraq, Pakistan, Persia and Turkey—held a Council meeting in Ankara last week. Mr. Dulles was present nominally as an observer, for America, although a member of certain of the committees, is not a full member of the Pact. The two questions which are understood to have overshadowed the discussions were Israel and Cyprus. According to some reports, there was a strong difference of opinion over Israel between Iraq and America. Regarding Cyprus, Mr. Selwyn Lloyd, who was leading the British delegation, had several private talks with the Turkish Foreign Minister, Mr. Zorlu. At the Council meetings the Turkish attitude towards the future of the island was believed to have found strong support from Iraq and Pakistan.

Among other matters discussed were Algiers and Kashmir, the latter brought up by Pakistan. An important announcement was made by Mr. Dulles to the effect that America would establish a development loan fund to provide long-term loans at low rates of interest to members of the Pact.

THE COUNCIL OF THE BAGDAD POWERS: From the rostrum, on the left, Mr. Menderes, the Turkish Prime Minister, addresses the opening meeting of the Bagdad Pact Conference in Ankara. Mr. Dulles and Mr. Selwyn Lloyd sit at the second and third desks in the foreground.

TRANSATLANTIC CONVERSATIONS: Mr. Selwyn Lloyd and Mr. Dulles chat between sessions at Ankara. America was present as an observer.

THE PROBLEM OF CYPRUS: Mr. Lloyd talks to Mr. Zorlu, the Turkish Foreign Minister. They had several discussions together on Cyprus.

BOMBS AT THE U.S. EMBASSY IN ANKARA: Officers and investigators examine the damage from two bombs which exploded in the U.S. Embassy compound soon after the arrival of Mr. Dulles. No one was injured.

THE MILITARY REPRESENTATIVES OF THE BAGDAD PACT START DISCUSSIONS: Round the table are the members of the military committee at their first session in the Turkish capital. Their function assumed greater significance than hitherto when the Secretary-General of the Bagdad Pact announced the formation of a combined military planning staff.

GREETINGS BETWEEN ALLIES: Firoz Khan Noon (left), Premier of Pakistan, greets Nuri es-Said, leader of the Iraqi delegation. Mr. Dulles is behind them.

THE BRITISH SLED WHICH CAME TO GRIEF: Crewed by S. Parkinson and C. Williams, the No. I sled is seen at speed during the two-man bobsleigh world championship at Garmisch-Partenkirchen, in Germany. During a later run, the sled crashed, throwing off its crew.

BRITAIN'S SECOND ENTRY: The No. 2 sled, crewed by N. Barclay and C. Skinner, finished the championship in thirteenth position, having completed the four runs with a total time of 5 mins. 24·18 secs.

Seventeen teams representing nine nations gathered at Garmisch-Partenkirchen, in Germany, to participate in the two-man bobsleigh world championship which was run-off in the space of two days. At strategic points down the course large crowds of spectators gathered to witness the thrills and spills of the racing as the two-man bobsleighs hurtled down the run at fantastic speeds. A considerable amount of strength and endurance is needed on the part of the competitors, for one tiny miscalculation while negotiating the hazardous curves could bring disaster. On this occasion, the Italian pair, E. Monti and P. Alvera, retained the championship title they won at St. Moritz last year. They set a record for the Olympic bobsleigh course of 1 min. 14·28 secs. in the last of four runs, this being 0·29 of a second better than the five-year-old record of A. Ostler and F. Kemser, of Austria. The total time of the Italians for the four runs was 5 mins. 5·78 secs. Second in the championship were another Italian pair, M. Zardini and P. Siopaes, with 5 mins. 6·75 secs. Britain's number two sled was placed thirteenth with a total time of 5 mins. 24·18 secs. Disaster overtook the first British sled, which crashed on the Leonardi curve, throwing off S. Parkinson and C. Williams. The bobsleigh sped on without crew to the finish.

THE START OF A FAST AND HAZARDOUS RIDE: One of the sledges gathers speed as it slides away from the start of the bobsleigh run at Garmisch-Partenkirchen, the scene of the two-man bobsleigh world championship. The title was retained by Italy.

THRILLS AND SPILLS IN THE SNOW

The Two-Man Bobsleigh World Championship in Germany

THE WINNING PAIR AT SPEED: Spectators on both sides of the course watch the Italian pair, E. Monti and P. Alvera, negotiate one of the difficult banks. They set a new record of 1 min. 14·28 secs. in the last of the four runs. This was 0·29 of a second better than the previous record established by two Austrians.

BOBSLEIGH ACHIEVEMENT: The Italian pair are seen in their sled after retaining the two-man bobsleigh world championship title they won in St. Moritz last year. Italy also took second place.

GATHERING THE STAPLE DIET OF THE ORIENT: *Left, above*—Rice is harvested on Formosa in a vast fie the hand-threshed grain. *Right, above*—A view from the air shows the patchwork quilt of pa by pumps run between farms. Improved methods of cultivation have increased crops in recen

THE " VOLCANO " OF THE FAR EAST: Formosa (Taiwan) is some 100 miles from the Chinese mainland. The tense situation between Red China and Chiang Kai-shek's Nationalists represents constant danger to world peace.

TWO STAGES IN THE PRODUCTION OF RICE: The grains are beaten by hand free of the stalks into a threshing tub. In some fields modern machines worked by pedals are in operation. *On right*—The threshed rice is raked into banks so that it can be dried in the sun and its moisture content reduced. After this it will be ready for cooking or storing.

FORMOSA'S RICE HARVEST RECORD

Improved Economy Stresses the Political Problem of Nationalist China

FORMOSA (or Taiwan, as the Chinese call it) is obtaining good results from new methods of cultivation. The island of 13,000 square miles (about the same area as the Netherlands) has a poor soil deficient in nitrogen. But the close association between Nationalist China and the United States has meant that American experts have given much advice and assistance and the agricultural economy on which the inhabitants of Formosa largely depend has been considerably improved.

As almost everywhere in the Far East, rice is the staple diet and rice the main crop. A heavy employment of fertilisers and irrigation of the land by canals controlled by pumps allows the Formosans two rice harvests a year. The first is gathered between May and July and the second from October to the end of December. Every square foot of the fields is cultivated, and between the rice harvests the farmers often grow sweet potatoes, tobacco, wheat or corn, for which they have also a ready market.

The visitor will find the rice harvest a combination of the traditional and the modern. Most members of a farm family take part in the work and neighbours readily help. After the plants have been cut they are threshed by one of two methods. Either the grains are beaten by hand from the stalks and threshed in a large tub which has above it a canvas screen to give protection from the wind, or an up-to-date machine operated by a pedal may be employed. After this the grains are laid out to dry.

Since rice is so vital to the life of the people, its distribution is strictly controlled and supervised. Speculation and hoarding is forbidden by law and the books of rice merchants are open to inspection for official audit at any time. A shipper of rice must ship his stock within ten days of receipt of it.

Statistics must always be treated with caution, especially when there is a tendency to use them for political purposes. Thus the Chinese Nationalists incline to demonstrate that their system of cultivation and the results are much superior to those of the Communist Chinese mainland. However, there seems little doubt that the Formosan rice harvests are showing a steady annual improvement. The Four-Year Economic Plan for 1953-56 set a target for rice of 1,850,000 tons for its last year. The actual figure for 1956 was 1,789,000 tons. For the two harvests of 1957 the island expects an all-time record —1,900,000 tons. Of this amount, it is estimated that some 200,000 tons will be exported. The great bulk of it will almost certainly go to Japan, far and away Formosa's best foreign customer for rice.

The island also does a good trade in the export of rice seedlings. Ponlai, the best rice, which is considered one of the finest cultivated anywhere, comprises about 40 per cent. of a crop. The remainder is mostly " native " rice. Ponlai seedlings are sold to Japan, India and other

stretching to the horizon. The cylindrical screened buckets are for separating
y plantations and farm buildings enclosed by trees. Irrigation canals controlled
years. For 1957 it is hoped the yield will be found to be over 1,900,000 tons.

MAN-HANDLING A THRESHING-TUB: These huge wooden bowls, screened at the top for protection against the wind, are moved about the fields for the convenience of the labourers. The rice crop on the Nationalist Chinese stronghold is harvested twice a year, from May to July and from October to December. Its distribution is strictly controlled by law, with heavy penalties for offenders.

AN IMPORTANT EXPORT: Sacks are wheeled up a quay at Keelung, in the north of the island, for loading into a ship bound for Yokohama. Japan is Formosa's best foreign customer for rice. It is anticipated that the bulk of the 200,000 tons of the 1957 crop available for export will be shipped there.

countries to enable them to grow higher quality rice in their own fields.

The rice figures are certainly satisfactory, but Formosa will have to produce still more to keep up with the domestic requirements of its growing population. Mao Tse-tung's China, which regards Formosa as a territory "yet to be liberated," gave the number of inhabitants in the Chinese 1953 census as 7,500,000. To-day Nationalist sources quote the population as being 10,000,000.

This rapid increase in the population is one of the factors which make Formosa a political volcano which may erupt with the gravest consequences at any moment. Throughout this century until 1945, the island was Japanese. At the end of the war it was surrendered to China, of which Chiang Kai-shek was President. Then came the struggle between Chiang and the Communists under Mao. In 1949 Chiang's Nationalists abandoned Nanking and by the following year the Communists were triumphant everywhere on the mainland. All that remained to the Nationalists was Formosa, the Pescadores Islands and Quemoy, which is within sight of the Chinese coast.

This was the situation creating a major world problem which has still to be solved. The People's Republic (Mao Tse-tung) and the Nationalist Republic (Chiang Kai-shek) both claimed to be the true leaders of China. According to their political colour the powers of the world made their choice of recognition. Russia naturally opted for Red China. America, on the other hand, was firmly for Chiang Kai-shek, and remains so. Britain's attitude was realistic. Red China was recognised fundamentally on the grounds that one cannot be blind to the existence of a quarter of the world's population.

The problem of Red China and Formosa continues to bedevil international relations. From time to time there are reports of action being threatened from the mainland against Quemoy, the Pescadores and even against Formosa itself. The small Nationalist islands are heavily-armed citadels and Formosa abounds in troops.

The more people there are in Formosa under present circumstances, the greater the menace to world peace. Many observers believe that Mao Tse-tung's attitude, a properly Marxist one, is that the Nationalist Republic must inevitably wither away. But the Formosans grow in number and, with American aid, have a greatly improved economy.

The population of China also greatly increases and there is evidence that Mao is tackling some of the economic problems, historic in so vast and ancient an area of the globe. Hatred and bitterness spark across no more than 100 miles of the Formosa Straits. Here is a situation which should have priority on the agenda of any possible "Summit" Conference. Otherwise a fire could start which would spread rapidly into a world-wide conflagration.

THE SINGULAR CASE OF THE CLASSIC DETECTIVE

After Seventy Years Sherlock Holmes is Still the Master

By BRIAN VESEY-FITZGERALD

AS careful students of THE SPHERE will be aware (for a photograph has already been published in these columns), there is now in London a public-house called The Sherlock Holmes. This is the first public-house in Britain to be named after the most famous of all the detectives of fiction—the most famous of all detectives for that matter—and it really is astonishing, when you come to think about it, that this should be so. One would have expected one of the existing public-houses of Baker Street to have been renamed after that thoroughfare's most prominent resident years ago. It is also, I believe, the only house of public refreshment anywhere in the world to have been honoured in like fashion. I do not think that France has ever paid a similar homage to Dupin, the only other comparable character in fiction. But this is as it should be. Dupin, though comparable, has not the stature. The French, being realists above all else, have understood this.

There can be no doubt about it. Holmes alone is worthy of an honour hitherto reserved in the main for members of the nobility and a variety of domestic animals. Sherlock Holmes was the natural successor to Dupin, the first of the deductive detectives—indeed, I have often wondered if there was not an actual relationship, if some at least of the Englishman's great qualities were not inherited, for we know that his maternal ancestors were French: there is, I fancy, scope for research here. He stands out head and shoulders above his prototype and dwarfs all those (and they are legion) who have followed him. It is high time that the land of his birth should honour him.

I suppose that there will be some who will consider it regrettable that the public-house bearing his name should not be in Baker Street. In fact, the house stands near the corner of Northumberland Street and Northumberland Avenue, which leads off Trafalgar Square. This, it must be admitted, is some considerable distance from the hallowed ground. But the connection with Sherlock Holmes is much closer than might appear at first sight: outside Baker Street there is nowhere in all London more suitable for a house bearing his name than this spot.

The house was formerly known as The Northumberland Arms (named, of course, after the noble house of Percy) and existing legal documents show that it formed part of the Northumberland Hotel in the '80's. It was at this hotel that Sir Henry Baskerville received the grey envelope "of common quality," which contained the mysterious letter that led to the trail of *The Hound of the Baskervilles*. Again, it was to a hotel (presumably this very hotel) in Northumberland Avenue that Sherlock Holmes traced Francis Hay Moulton, the energetic American who spirited away Lord St. Simon's bride in *The Noble Bachelor*. Furthermore, Scotland Yard is virtually only just around the corner: Holmes would have felt perfectly at home here. He would have found the atmosphere admirable for another reason.

The Northumberland Arms once figured in one of the great crimes of history. For it was to The Northumberland Arms that Dr. Neill Cream took Louisa Harvey and gave her wine and roses, and also a number of strychnine pills. As everyone knows, she managed to avoid swallowing the pills and lived to give damning witness against him at his trial. Yes, Holmes would have found the place congenial. To-day, he would be very much at home, for the restored Northumberland Arms has been furnished with most of the wonderful collection of treasures which formed the Sherlock Holmes exhibition at the Festival of Britain in 1951 and which was later shown in New York, where it proved, if possible, an even greater attraction. He would, in fact, be absolutely at home. For here is a reconstruction of part of the living room at 221b, Baker Street: here is his Inverness cape and his deerstalker hat, the Persian slipper holding his tobacco, the unanswered correspondence transfixed to the mantelpiece with a jack-knife, his violin and his pipes, and the relics of some of his most famous cases.

RELICS OF THE GREAT DETECTIVE: Some of the exhibits displayed at The Sherlock Holmes, a London public-house devoted to his memory.

HOLMES' DEVOTED CHRONICLER: Dr. Watson, whose narratives of the adventures of Sherlock Holmes were brilliantly edited by Sir Arthur Conan Doyle, is commemorated in the windows of the public-house in Northumberland Street.

SHERLOCK HOLMES' TAVERN: Victoriana in abundance will delight the enthusiast of the famous detective in the reconstruction of his living quarters. It is to be found in the 221b Grill Room at The Sherlock Holmes.

I suppose that there may be some who would think it foolish to name a public-house after a character in detective fiction. Obviously, one cannot argue with such people: if they exist. The brewers, Whitbread and Company, have a more realistic appreciation of the situation. They know that Sherlock Holmes has long since ceased to be a character in detective fiction: they know that he has become a world figure. The accounts of his cases recorded by Dr. Watson (and so brilliantly edited for publication by Sir Arthur Conan Doyle) have been translated into almost every language in the world. I have been told—I cannot vouch for the truth of this, but see no reason to doubt it—that more copies of these cases are sold throughout the world every year than of any other book save only The Bible. This, when one considers the changes since his day, the achievements of science, the immense strides made in the invention and manufacture of lethal weapons, the lure of outer space and the latter-day commonplace of crime, is truly remarkable.

Not only is he not dated, not only has he survived: year by year he grows in stature. He has transcended fiction and become a cult. There are Sherlock Holmes societies in many parts of the world. There are at least two learned journals published regularly dealing with abstruse points in his life and career.

Why is it that Sherlock Holmes has survived the passage of time? It is not that all his cases are particularly brilliant, and there have been many better stories (from the point of view of plot and solution) written since he took up bee-keeping. Even so whole-hearted a devotee as myself has to admit that much of modern detective fiction and a number of the modern fictional detectives are more ingenious. But the fact remains that Holmes outshines them all. Of all the modern detectives of fiction only the late lamented Lord Peter Wimsey might have made a similar niche for himself. But he lacked a Watson.

Sherlock Holmes survives, not merely because he was an exceptionally good detective, but primarily because he was exceptionally fortunate in his friend. We are all Watsons as we read the cases. We are all as slow-witted, as faithful, as amazed as the worthy doctor. (But I doubt if any of us would have been quite as patient and forbearing.) I think that it can safely be said that Holmes would not have survived had it not been for Watson (and, of course, for Watson's friend, Sir Arthur Conan Doyle), for it is Watson who casually, unconsciously—as part of the chronicle—brings out the personality and character of this astonishing man.

But Sherlock Holmes survives for another reason; indeed, for two. As we become familiar with the Holmes canon so do we become aware of an increasing number of unsolved problems; opportunities for detective work on our own account. For example, precisely what route was followed on the drive mentioned in *The Man with the Twisted Lip*? (A most intriguing problem.) And again, at which university was Holmes an undergraduate? Mr. Bernard Darwin (as one would expect) is convinced that it was Cambridge. Miss Sayers agreed with him. But the evidence for Oxford is, I think, just as strong and the evidence against both much stronger. But which of the lesser seats of learning would Holmes have been most likely to attend? Could it have been Dublin or Durham or Edinburgh?

And then there is also the fascinating picture of England given by Watson as he records the cases in which his friend was involved. A night at one of the best hotels in London cost 8s., for example. But that is not all. It becomes apparent to the careful reader that there has since his day been a grievous decline in the efficiency of our railways. I recommend a study of the Holmes canon to the British Transport Commission. And also to the Postmaster-General. In the '90's you could post a parcel in Belfast on Thursday and it would be delivered in Croydon on Friday. How do I know? Watson says so, and that is good enough for me. And in those days the telegraphs were obviously extremely efficient. Holmes used it as we would use a telephone to-day.

While on the subject of recommended reading, every bride-to-be should be made to study the Holmes canon thoroughly, with special reference to Mrs. Hudson, Holmes' housekeeper. If this admirable woman were taken as a model there would be no necessity for Marriage Guidance Councils.

SHERLOCKIANA IN A PERMANENT SETTING

A New Haunt for the Whitehall Regulars

AT THE SIGN OF THE SHERLOCK HOLMES: *On left*—The public house in Northumberland Street, Charing Cross, has been dedicated by Whitbread and Co. to the great detective's memory. It contains a fascinating museum of exhibits and relics from his many cases, as well as a reconstruction of his rooms in Baker Street. *On right*—Dr. Watson's stethoscope and Holmes' deerstalker hang behind the door.

It is just over seventy years since Dr. Watson's first account of the experiences of his friend Sherlock Holmes appeared in *A Study in Scarlet*. Readers of the *Strand Magazine* in the early '90's followed the detective's career with interest, and when it seemed that he had met death at the hands of Professor Moriarty the world mourned. However, as if by a miracle Holmes escaped. Except when called out of retirement to aid the Secret Service during the First World War, he spent the rest of his long and active life bee-keeping in Sussex. Now a public house in London has been dedicated to his memory. It stands only a minute or two's walk from Scotland Yard, *habitat* of his old rival, Inspector Lestrade. Time heals such a feud, and we can be assured that the great man, recognising the irony, would be humorously agreeable to his unique memorial's location.

THE GRILL ROOM AT THE SHERLOCK HOLMES: The cases all round the walls contain many exhibits from the fascinating collection which has been left by the great detective. The tavern in London was formerly the Northumberland Arms, where Dr. Cream attempted to murder Louisa Harvey by poisoning her with strychnine.

THE SALOON BAR: A portrait of Sir Arthur Conan Doyle, creator of the immortal detective who has come to be regarded as a historic character, looks down on the crowded bar of The Sherlock Holmes.

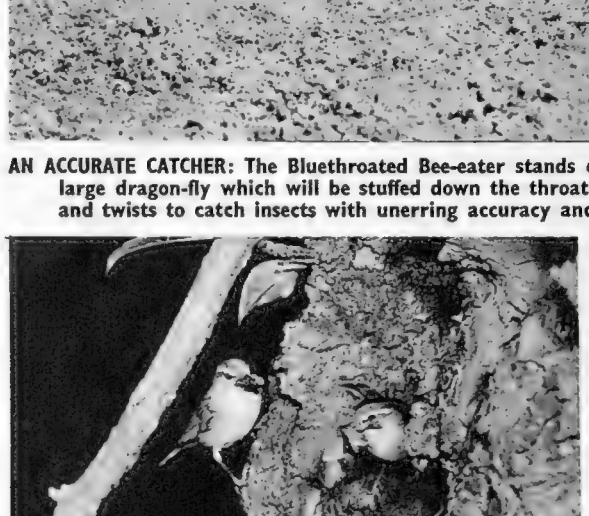
THE FAMOUS ROOM AT MRS. HUDSON'S HAS BEEN CAREFULLY RECONSTRUCTED: In one corner is the laboratory at which Sherlock Holmes experimented. In the window is the bust once used as a decoy. The strange bulbous apparatus on the sideboard is a period piece called a gazogene, used to produce aerated waters.

DANGER APPROACHES: A female Yellow Bittern raises its crest in fear for its nest in a rice field overgrown with Scirpus grass in Malaya. This picture is reproduced with others on these pages from photographs by Loke Wan Tho in his new book *A Company of Birds*.

PALLAS'S FISHING-EAGLE: A bird in immature plumage takes off from a semi-submerged bank in a river in Kashmir. Mr. Loke writes that Pallas's Fishing-eagle "can and does behave like an eagle, but more often behaves like a vulture and feeds off carrion."

AN ACCURATE CATCHER: The Bluethroated Bee-eater stands on Singapore Island holding a large dragon-fly which will be stuffed down the throat of its young. The bird dives and twists to catch insects with unerring accuracy and a loud snap of its large bill.

A "RESPECTABLE" CUCKOO: A Lesser Crow-pheasant brings a frog to its nest for its chick. Another inhabitant of Singapore Island, it is an unusual species of cuckoo, for it leads a "respectable" life building its own nest and not battening on other birds.



A COMMON BIRD OF KASHMIR: Two Large-crowned Willow-warblers, each about 5 ins. long, are at their nest in a hole in a tree some 9,000 ft. above sea-level in Kashmir.

BIRDS OF FAR COUNTRIES

A Book of Remarkable and Unique Photographs of Species in India, Malaya and New Guinea

IT is difficult to draw the line between the amateur and the professional in ornithology. Many enthusiasts—not a few of them eminent in their particular spheres of life—become extremely proficient on the subject of birds. Mr. Loke Wan Tho is by profession a business man in Singapore, but it would be a gross understatement to suggest that bird photography and ornithology were merely his hobby. To what is clearly his overriding interest he brings the highest professional standards.

In the foreword to Mr. Loke's book, *A Company of Birds*, Mr. Malcolm MacDonald, himself a keen ornithologist, describes the author as "one of the finest bird photographers in the world, and perhaps the finest in Asia." Few will deny this very considerable claim when they have seen the remarkable and often unique pictures in the book.

There are three sections: birds of India and Kashmir; of New Guinea; and of Malaya. The photographs are the fruits of long journeys and of local leave in Singapore. The author, with his camera, has climbed in the Himalayas, marched through the deep jungle of New Guinea and often taken great risks to his safety. Mr. MacDonald amusingly describes the "reckless enthusiasm" with which his friend approached the task of photographing the White-bellied Sea-eagle in so otherwise safe an area as the garden in Johore of the U.K. Commissioner-General

LIVING UP TO ITS NAME: The reason for the nomenclature of the Darter or Snake-bird of India needs little explanation. Here it is swimming with its body submerged. Its small head and long neck, swaying as it moves, give a snake-like appearance.

A NEST IN A DISUSED AIR RAID SHELTER: In such surroundings these Resident Swallows have made their home in the Buona Vista area of Singapore. In Malaya these birds are usually non-migratory and are found remaining in the same place all the year round. They are fond of human company.

FEEDING-TIME IN THE JUNGLE OF NEW GUINEA: The fluffy Giant Cuckoo-shrike chick holds its beak vertically waiting for the parent to feed it with a lizard. The lizard may be thrust in its entirety down the fledgling's gullet and left to be digested in stages. The nest is between the forks of a horizontal branch 50 ft. to 60 ft. above the ground.

A HEN CHESTNUT BITTERN: The brown marks like stitches at the sides of the chestnut line down the centre of the breast are found only on the female. The bird is on its nest in Penang.

in South-East Asia. But with the enthusiasm is combined a profound understanding and appreciation of birds.

It began, so the author tells us, when he was an undergraduate at Cambridge and on vacation on the coast of Wales. It grew in India during the war under the tutelage of that great Indian naturalist, Salim Ali. That it has reached its full maturity is now abundantly plain.

A fascinating aspect of the photographs is the manner in which the bird subjects seem to be totally unaware of the presence of the camera near them. They are posed naturally. They are on their nests, in flight, carrying food to their young, perched on tops of trees or, if aquatic, swimming or skimming the water. It makes no difference where Mr. Loke takes his camera. He prepares to photograph even the smallest and comparatively common bird with the patience and appreciation of local " intelligence " which a general should employ in planning a campaign.

To take one example : before setting out to record through his lens the Bird of Paradise in New Guinea, he consulted practically every available authority upon the subject. He even found that he himself had been in error on previous expeditions to the habitat of the *Cnemophilus macgregorii sanguineus*. When finally he did photograph the domed home of a *Cnemophilus* in a dark part of a forest, it is not surprising to learn from the author that, " so far as I am aware, no other photograph exists which shows a Bird of Paradise at its nest."

Two other points must be added about this book. One is the short section in which Mr. Loke writes on Photographic Methods, about size of camera, type of film and other equipment. This will be invaluable to any one wishing to follow his example as a bird photographer in even the most humble way. The other point concerns the notes to the pictures. They are full of knowledge and humour and of the author's belief in the " self-evident truth that a bird in the bush is worth two in the hand."

(*A Company of Birds*, by Loke Wan Tho, is published by Michael Joseph at 42s.)

CONSTRUCTION IN THE CITY

A Theatre for the City, the new Mermaid Theatre, Near Blackfriars, Takes Shape

WORK IN PROGRESS ON THE CITY OF LONDON'S OWN THEATRE: A section of the roof of the new Mermaid Theatre is being laid. The structure is being erected on a bombed site on the corner of Upper Thames Street and Puddle Dock, near Blackfriars.

With the first of the roof foundations now in the process of being laid, the theatre for the City—the new Mermaid Theatre—has reached an advanced stage of construction at an early date. The completion of the work, however, is not scheduled until before the end of the year. Although the shell has already risen on a site on the corner of Upper Thames Street and Puddle Dock, near Blackfriars, a great deal of work has to be carried out both on the exterior and interior before the first production, in all probability a pantomime, is staged at Christmas.

The new Mermaid Theatre is being built by Mr. Bernard Miles, the actor and producer, to the designs of Mr. Elidir Davies. The evolution of the project began in June 1951, when Mr. Miles and his wife erected a stage and tiring house of an Elizabethan design in an old schoolroom at St. John's Wood and named it the Mermaid Theatre. During that year a four-week season of plays, operas and recitals was given. In the following year this was extended to a six-week season. In 1953 the Mermaid Company moved to the Piazza of the Royal Exchange and over 70,000 people attended a season lasting thirteen weeks. This amply demonstrated the need for a large auditorium in the City. The City Corporation granted at a peppercorn rent the lease of Puddle Dock, a river site just downstream from Blackfriars Bridge.

Thus Mr. Miles set to work on his pipe-dream and that pipe-dream is now rapidly becoming realised. The Mermaid Theatre will have seating accommodation for 650 people, in addition to a riverside restaurant. Performances will be at times convenient to the working population in the City, with one-act plays and film shows during the luncheon interval.

On right—

INSPECTING THE ROOF: In this view two men stand on the tubular steel scaffolding and inspect the roof. The new Mermaid Theatre is being built by Mr. Bernard Miles, the actor and producer, who has rented the site from the City Corporation at a peppercorn rent. There will be seating for 650 people and an adjoining restaurant looking out across the Thames.

RESTORATION IN THE COUNTRY

Buckden Palace, Near Huntingdon, is to Become a Claretian Missionary School

ON THE BUCKDEN ESTATE, NEAR HUNTINGDON: On the left is the 500-year-old Great Tower and Gatehouse which are being restored for the use of Claretian Missionary students. On the right is the nineteenth-century house where about forty students between the ages of twelve and fifteen years are at present living and working.

Work has recently started on the restoration of the Great Tower and Gatehouse to Buckden Palace, near Huntingdon, which was at one time the residence of the Bishops of Lincoln. Built of red brick with stone facings, the tower stands adjacent to the Parish Church of St. Mary, and is to be converted into dormitories and lecture and recreation rooms for the use of students training as Claretian missionaries.

The tower once contained a basement and three main floors, of which the first was a vast dining hall and the third a dormitory. Four octagonal turrets, one at each angle, rise to an additional storey above the parapets. Before the restoration work started, the turrets and the outer walls were the only remains of the original structure, which was supported from within by a network of old beams and modern girders. Although only the shell remains, full advantage is to be taken of the fifteenth-century features still existing, and the architect, Mr. K. A. Milner, has endeavoured to preserve the original character of the structure, rebuilding as little as possible.

The interior will be rebuilt along similar lines to the original structure, although including all the advantages of contemporary amenities, and the completed tower and gatehouse will blend both traditional and new techniques.

A new flat roof to the tower is being constructed of timber covered with asphalt. This is being installed 6 ft. below the level of the surrounding castellations, to be as unobtrusive as possible. Examples of the large open fires of the Tudor period, with their wide, straight chimneys, are still in excellent condition, while an original spiral stone staircase only needs attention in one or two places. New timber flooring is being installed throughout the building. The restoration will afford a new lease of life to Buckden Palace, in whose history Royalty has figured.

At present the Claretian students are accommodated in a nineteenth-century house on the estate, much of its redecoration having been carried out by the students themselves. In the redecoration of the interior a scheme of contrasting pastel shades was employed. This has given the rooms a light and spacious atmosphere. However, on completion of the work at the Great Tower and Gatehouse, they will make full use of the new facilities. The restoration is being carried out by Mr. M. J. O'Shea, a London builder, with Henry Riley and Sons, of London, as the quantity surveyors.

A CLOSER VIEW OF THE ANCIENT TOWER: Before the restoration work started, the four octagonal turrets and the outer wall were the only remains of the original structure.

On right—

AN ANGLE IN THE GREAT TOWER AT BUCKDEN PALACE: It shows the installation of joists for a timber floor. The wall recess, which runs down to the basement, is thought to have been used in Tudor days for washing facilities.

ANOTHER LINK IN THE PLAN FOR A RING BY-PASS ROUND OXFORD : A section of road nears completion at Cowley. It will take traffic from the Henley Road northwards to the Headington roundabout to join the existing Northern By-pass. The section through Cowley to the Garsington Road of the new Eastern By-pass is being constructed by the Oxfordshire County Council.

NEW BY-PASS AT OXFORD

Another Section of the Ring Road Nears Completion

It is over a quarter of a century since the plans for a by-pass circling Oxford were put into operation. Before the war the Northern and the Southern By-passes were completed and in use. The Northern, a source of much time-saving on a journey from London to the West Midlands, runs from Headington roundabout to the Banbury and the Woodstock Roads. The Southern connects the Abingdon Road with Botley via Hinksey. Considerable progress has now been made with the third section, the Eastern By-pass. This is to divert from the Henley Road through Cowley and over the Garsington Road to the Headington roundabout. Since the route winds in and out of the City boundaries, the County Council is building one half and the City Corporation is responsible for the other. To complete the ring there remain still to be built the Western By-pass from Botley to the Woodstock Road (for which plans have been approved) and the Southern By-pass Extension, from Abingdon Road to Sandford. Plans for this have still to be approved. The final link will be a short stretch joining the Eastern By-pass and Southern By-pass Extension near Sandford.

FINISHING TOUCHES : A bulldozer works at the side of a part of the road which is nearly ready for use. It is anticipated that this section of the Oxford Eastern By-pass should be finished within two or three months. *On right*—A bridge is under construction to carry the road which will pass factories of "industrial" Oxford.

FLY-OVERS WILL BE A FEATURE OF THE EASTERN BY-PASS : *Left*—Scaffolding surrounds the structure which will carry the highway for traffic from Henley to the north. Hitherto this route has been through residential streets. *Right*—Another view of a fly-over which will greatly ease traffic conditions in Oxford's suburbs. The Eastern By-pass will be the third link in the ring plan round the city. Already existing are the Northern and Southern By-passes. Approval has been given for the Western By-pass.

A BRONZE AGE TOMB

A Welsh Burial Site Recently Excavated May Offer New Data

Many Bronze Age burial sites have been found in various parts of North Wales, which was densely populated for that period. Yet so persistent were the activities of robbers of graves in centuries past, and so crude were the methods of most excavators until well on in this century, that there are few Bronze Age burial sites which have not been ruined by one agency or another.

One of the very small number of unharmed sites left has been occupying the attention of the Flintshire Historical Society for the past twelve months. The excavations just completed have shown that it is full of most interesting material, which is going to produce some still more interesting conclusions when submitted to scientific examination. The work has been superintended and directed by Mr. Peter Hayes, a young Cambridge archæologist.

The mound, in a field at Rhuallt, near St. Asaph, in Flintshire, has been found to cover a circle of stones some 60 ft. in diameter and a further inner ring of stones, with a cairn in the middle. The whole was cased in and covered with clay, which probably accounted for the remarkable preservation of the contents.

The cairn contained the remains of a child of six or seven years of age, the bones buried in a hollowed-out tree-trunk coffin set in a stone-lined grave. Remarkably, the wood was still recognisable, and had not rotted completely away. Alongside the coffin, was an urn, mouth downwards, containing the cremated remains of an adult, and by meticulous examination of the layers of soil and clay covering both specimens, Mr. Hayes thinks he can reconstruct the stages of burial practices of the Middle Bronze Age period.

A thin circular spread of dark soil was first laid on the old ground surface. On this was constructed a circular arrangement of stones as a base for the future cairn, with an indentation for the urn. In the centre of this stone platform a rectangle of stones was arranged around the edge of a pit dug into the subsoil.

Next, the tree-trunk coffin with the body of a princely child was put into the prepared grave and the space between it and the sides of the grave-pit packed with three slabs. The earth dug out of the grave was then placed in the coffin, which was without a lid, packed hard, and covered with several flat stones.

Some of the soil from the funeral pyre used to cremate the person in the urn was heaped against the urn and two protective stones put around it. Then both the urn and the cairn covering the body of the young chief were covered with the mound of turfs which have now become banded clay.

Two rings of stakes or pegs were set out in the turf as guides for the laying of the outer layer of cairn stones and the inner ring of surrounding stones. Several of these pegs had apparently rotted away in the clay, without filling up with debris, and the holes left by them were found intact, while most of the other holes were clearly discernible as areas of dark earth the shape of the original peg-points. Perhaps they represent the earliest evidence in Britain of a surveyor's layout.

In the clay near the centre cairn were found the quite clear remains of a baulk or beam of wood, some 10 ft. long, and apparently flat originally, which had not rotted away in the inert clay. Parts of this will be subjected to radio-carbon dating tests, and also to biological tests, so that it may be possible to identify at least one of the trees which grew in North Wales over 3,000 years ago.

From the radio-carbon tests it is hoped to ascertain fairly accurately the age of the type of urn, thus placing this period of pottery precisely in time. It seems to be of an early type in the evolutionary sequence of urns, following the period in which inhumation, as distinct from cremation, was generally practised. A tentative dating may be about 1400 B.C.

Interesting as are the finds in the field, therefore, it is more than likely that the scientific evidence brought to light by this dig at Rhuallt will be even more interesting, revealing a period in Middle Bronze Age times when apparently human sacrifice of retainers was practised, and when the burial rites associated with the death of distinguished personages were becoming more involved and elaborate. Study of the wood so amazingly preserved may prove the key to many unanswered questions about climate and plant life.

AN EXCAVATION NEAR ST. ASAPH, FLINTSHIRE: In this general view of the Middle Bronze Age tomb excavated by the Flintshire Historical Society the inner and outer rings of stones are visible. In the centre of the inner ring are the remains of the central cairn which contained the remains of a child buried in a coffin, and the ashes of an adult in an urn.

THE DISMANTLED CAIRN: A member of the Flintshire Historical Society examines the urn found in the cairn. It contains the remains of a cremated adult. In the grave to the left a coffin was found, and the wood was still recognisable. Radio-carbon tests will give an indication of its age.

AN IMPROVISED CAMERA CRANE: This hay elevator was used throughout the excavation to photograph the site and as a general vantage point. *On left*—This picture from the elevator shows the method used by the diggers. Two of the four baulks can be seen, the area between them having been excavated. At the conclusion of the excavation the baulks were removed in sections.

ESSEX TRAIN DISASTER

A Second Fatal Crash—Two Months After the Lewisham Tragedy

As darkness descended over London and the Home Counties on Thursday, January 30, it was accompanied by a blanket of fog which, as the evening progressed, became steadily thicker until visibility was reduced to a minimum. The fog was particularly dense just outside the suburbs, and near some railway lines in Essex visibility was less than ten yards. Shortly before 8 p.m. a steam engine pulling the 6.35 p.m. train from Fenchurch Street to Shoeburyness ran into the back of the 6.20 p.m. steam train from Fenchurch Street to Southend, which was stationary at a halt signal halfway between Dagenham Heathway and Dagenham East stations, Essex, on the Eastern Region of British Railways. In the chaos that followed, the tender of the engine pulling the second train ploughed halfway through the rear coach of the train in front.

The collision was close to a footbridge over the railway. The alarm was raised by nearby residents. Scotland Yard immediately warned police cars in the area to go to the scene and gave the alarm to medical and rescue services. Nurses and doctors were taken through the fog in police cars to attend to the injured on the track. The accident, in which ten people lost their lives, is the second to occur in fog on British Railways this winter. The first was at Lewisham, where the death roll was ninety.

THE SCENE OF THE DISASTER AT DAGENHAM IN WHICH TEN PEOPLE LOST THEIR LIVES: In a dense blanket of fog, firemen stand on the roof of a wrecked railway carriage struggling to free the passengers trapped after two steam trains were in collision about halfway between Dagenham Heathway and Dagenham East stations, Essex, on Thursday of last week. Eighty-seven people were injured.

MEDICAL AID FOR THE TRAPPED: A policeman shines a torch on the debris of the shattered coach as a member of the St. John Ambulance Brigade assists a doctor to clamber into a compartment to administer first aid to an injured person. The section of the line where the accident occurred was fitted with a system of automatic control.

THE POINT OF IMPACT: The engine of the train from Fenchurch Street to Shoeburyness is buried, tender first, in the last compartment of the Fenchurch Street to Southend train, splitting the coach almost in two. Railway staff, firemen, police, nurses and volunteers worked unceasingly for four hours to rescue those trapped.

On left—

FIREMEN AT WORK IN A WRECKED COACH: In the fog and dark, firemen search for victims in the shored-up wreckage of the rear coach of the train which was stationary at a halt signal.

AT A CROWDED SHIPBREAKER'S

Dismantling Royal Naval Vessels and an Oil Tanker

HOW A SHIP ENDS HER DAYS : A general view of the crowded breakers' yard of Thomas W. Ward, at Grays, in Essex, showing, in the foreground, the remains of the deck of the former ocean minesweeper *Welfare*, the Eagle oil tanker *San Adolfo*, and, in the background behind the railway line, another former ocean minesweeper, *Mænad*. The two minesweepers, together with a former Hunt group frigate, *Cotswold*, were in the yard to be dismantled for scrap metal.

They had made their final journeys to Grays from berths with the "mothball fleet" at Chatham after a recent decision by the Admiralty to scrap a number of destroyers, frigates and minesweepers. The three Royal Naval vessels were among the first to be affected by the decision, which has brought an unprecedented rush of work to the breakers. A great many vessels are now crowded into all the available space in breaking-up yards. At the majority of breakers' yards in the country the sight is a familiar one—battered oil tankers and veterans of naval engagements ending their days side by side.

THE END IS IN SIGHT : A workman uses an acetylene cutter to remove sections from the bows of the former Hunt group frigate *Cotswold* as she lies in dry-dock at Grays. *On right*—A crane lifts a pile of scrap metal in readiness to deposit it into a railway truck. On the left a lifeboat lies amid the debris.

SHE WILL SERVE NO MORE : Debris is strewn over the deck of the former ocean minesweeper *Welfare* as workmen enter on the final stages of the breaking-up process.

"PROCREATIVE PROPERTY": THE MAKING OF MACHINE TOOLS

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

JUST over two years ago, at the height of the 1955 boom, machine-tool manufacturers in Britain had orders on hand for machines representing more than sixteen months' work for the whole industry at the rate that it was then producing. The length of that order-book, indeed, was accepted in Whitehall as key evidence that Britain's engineering industries, particularly those producing plant and machinery, "capital goods," were under too great a strain, and that restraint on home demand was needed.

The latest figures from that order-book, showing the position at the end of October last year, gave a figure for total orders that represented only not much more than nine months' output for the industry as a whole—which probably means that some of the commoner general-purpose machines can be had virtually from stock. Last month it was reported that short-time working was spreading in the industry: in the Midlands some of the industry's most prominent firms, such as Alfred Herbert and B.S.A. Tools, were working less than a full week or had had to lay off some workers.

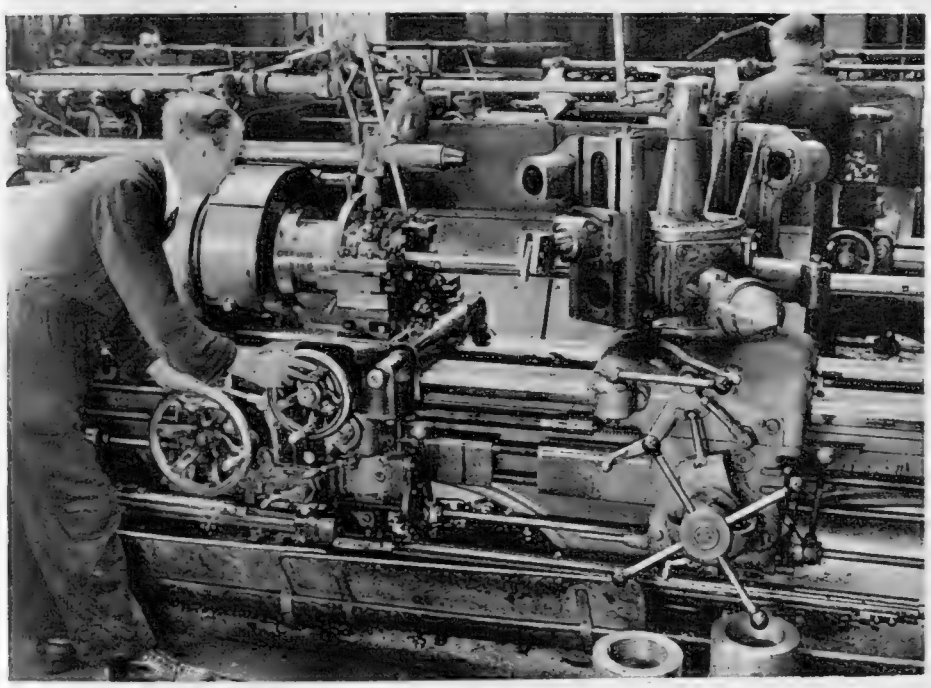
As an indication of what is happening in plant and machinery manufacture as a whole, machine-tool activity is of great significance. The machine tool itself is the epitome of what is meant by "capital goods." Almost every item of productive equipment in British engineering is either a machine tool or was made by one; a very considerable rise in that monthly rate of output—so that £82,000,000 worth of machinery on order at the end of October, for example, represented about nine months' production at nearly £9,000,000 worth of tools a month; eighteen months before the value of the order-book was roughly the same, but the monthly value of output was less than £7,000,000. The industry produces many different kinds and sizes of machines, with their technical specifications constantly changing, and varying proportions of each: so it is extremely difficult to talk about any "price index" for machine tools. But the rise in this industry's monthly output from about £5,500,000 in 1954 to its present level probably represents an increase in the volume of production of about a quarter.

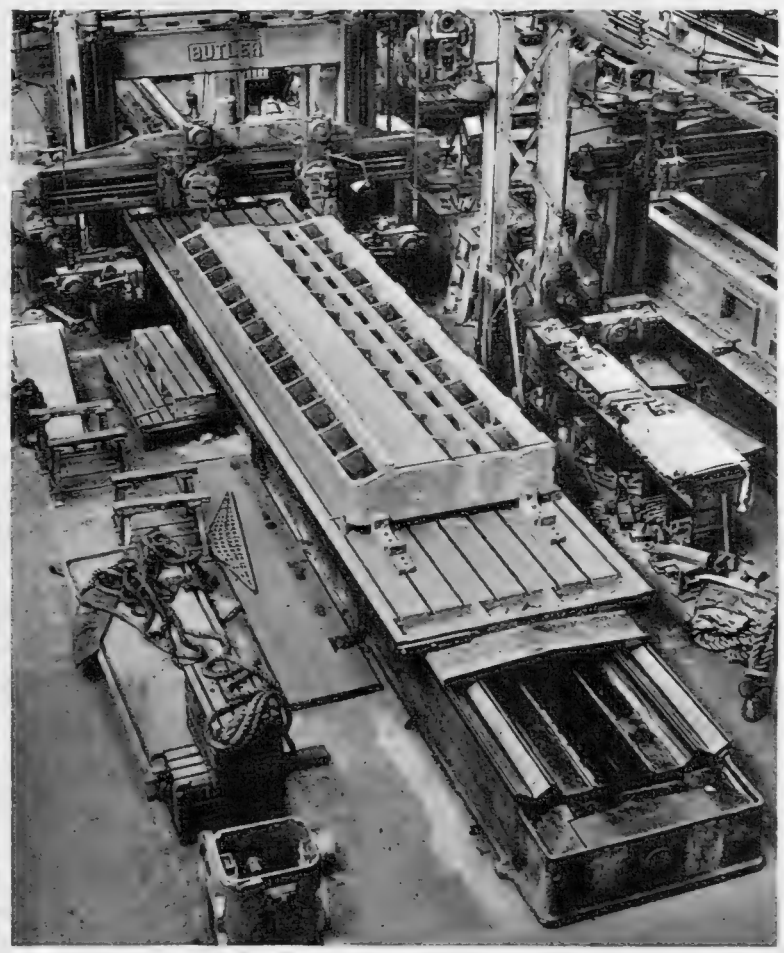
An increase in output of this order—some 8 per cent. per year since the private investment boom began—would be impressive for any industry. It is perhaps remarkable for an industry about which so many outside critics are wont to be anxious, wondering whether for lack of productive or technical capacity it might not act as a brake upon the progress and expansion of British engineering in general. Until recently, at least, this is not an industry that has appeared to be investing particularly heavily to expand its own capacity; moreover, during much even of its latest period of expansion, it has been complaining about shortage of labour, particularly of skilled operatives.

handle 90 per cent. of the work, and the largest company employs only about 5,500 people. Probably a majority of the basic types of machine, and the main items of equipment associated with them, originated in Britain, where the industry first developed. But as other nations' engineering industries matured, leadership in machine-tool design has ceased to be the prerogative of any one country.

The level of machine-tool technique, moreover, depends considerably upon the demands of its engineering customers. Although some British motor customers are critical to-day, it was in Britain that the automatic transfer machine, the core of "Detroit automation," originated, when Archdale's built the first machine for Morris Motors in 1924. But the vastly greater scale of the American motor industry has given a big fillip to American design and development of machines for this kind of mass production. The rate of industrial development in Russia since the '30's, again, has necessitated the establishment there of a large and accomplished machine-tool industry with what for certain types of tool appears to be the highest rates of production in the world. Germany, in the '30's, had built up a machine-tool industry larger than Britain's or America's; to-day, restored in competitive strength, it is a formidable competitor in international markets.

It is on the side of technical progress and innovation that most anxiety, perhaps, has been expressed about the British machine-tool industry. There are certain complex





CONSTRUCTION OF MACHINE TOOLS: At Kendall and Gent Limited, Manchester, a machinist bores from the solid a 6¼-in. diameter hole in a gear blank made from 100-ton tensile nickel-chrome steel on a Ward No. 8 Combination Turret Lathe. *On right*—Finishing the slideways of a quarter-table for a large planomiller on a Butler Spiral Electric Planer. The firm is a member of the Associated British Machine Tool Makers Limited.

and this is a race of machines with the power of self-reproduction, since every machine tool in existence, barring a few fine museum pieces, was made by others. Like a vast steel structure tapered down to rest on one narrow firm base, engineering technology, in a very real sense, is based upon the "procreative property" supplied by the machine-tool industry.

Commercially as well as technically, moreover the machine-tool industry epitomises the fluctuating fortunes of plant and machinery manufacture as a whole. In the American phrase, it is a "prince or pauper" industry; its business always seems to come in waves, with an immense crest of demand followed by a trough as its industrial customers settle down with their new equipment and put the extra capacity this gives them to work. In theory, these customers should not all be needing to buy their new capital equipment all at the same time, and the continuing demand for replacement of older machines does introduce some stability into ordering. Nevertheless, in practice orders generally seem to be "bunched": good business, and businessmen's confidence in expanding their capacity, does seem to surge upward for most of industry at about the same time. The machine-tool industry, perhaps more than any other, is used to this.

Nevertheless, the steady reduction of the number of months' output represented by orders on hand in this British industry since about mid-1956 is not simply a reflection of the passing of the peak of the investment boom. On the other side of the picture, it represents

This industry has never been short of critics—nor in the habit of suffering them gladly. To those who doubted its capacity to produce the tools for Britain's expansion and for a substantial volume of exports as well, it has its recent productive record to cite. The main things one needs to make machine tools are essentially other machine tools (some of them bigger), skilled labour, and the ability to organise production of comparatively small batches of any given type of tool.

The engineering is far removed from the large-scale repetitive production of, say, the motor industry, among whom some of the machine-tool industry's critics are on occasion to be found. Machine-tool manufacturers are understandably reluctant to invest heavily in new capacity to meet a new wave of demand; they manage to achieve the high but possibly temporary peaks of output by making the best use of their own capacity and skilled labour—and, by sub-contracting, making use of spare capacity in other machinery industries able to help.

Since it originated in the simple lathe, the machine tool has branched out and proliferated into a wide variety of complex equipment for cutting, shaping, and smoothing the surface of metal, building into these machines steadily greater power and greater precision. The special knowledge required in any section of the field has tended to keep the manufacture of machine tools an industry of comparatively small firms; there are about 350-400 in Britain, though some 200 probably

tools, required infrequently, that it has traditionally preferred to import; in other instances, the main impetus of development has come at times from user industries such as motors, or from firms in other industries, such as the electronics companies interested in developing computer-controlled machine tools. In the less esoteric, and more commercial, types of electronically-controlled tool, the British industry is probably equal with the United States and ahead of other manufacturers.

It will always be reasonable to watch the machine-tool industry's productive and technical progress carefully: so much of the country's industrial technique ultimately depends on it. It is not at all points an evenly strong industry, and there are difficulties in the organisation of research and innovation among so many small companies, some of which have nearly as important a business in importing foreign tools as in making their own. But for the moment it seems justified in somewhat brusquely rebuffing most of its critics. In this latest wave of re-equipment in British industry—the first since the war, incidentally, that has come from a genuine up-surge of business confidence—no significant demand has been placed upon the machine-tool makers that they have not proved ready and able to bear.

TIN MINING IN MALAYA

The majority of the world's tin comes from the mines of Malaya while a great deal of the tin not produced there is imported by them in concentrate form from Siam, Burma and Indo-China for smelting purposes. Four years ago, in 1954, some 750 mines produced a total of 60,690 tons of tin concentrates and in this year 44,000 people were directly employed in the Malayan tin industry; 37,287 tons of ingots were exported and these earned for Malaya some £72,000,000.

The industry was developed by the Chinese who migrated to Malaya during the latter part of the nineteenth century. Prior to this date, however, there are records of tin being mined by the Chinese in the fifteenth century in the mountains in Malacca, a state on the west coast of Malaya. Later, in 1511, there is record of a tin coinage in use and in 1613, at Klang, in Selangor, of tin being exported.

In early years only primitive hand tools were used in its production; however, in 1877 a steam-engine and a centrifugal pump was introduced in the northerly State of Perak and brought about a revolution. Five years later Europeans took an interest in the industry and introduced new machinery and new methods. To-day, ore is mined by dredging, underground mining, hydraulic, open-cast, the gravel-pump process, and several other methods.

The main area of tin mining is in the Kinta Valley, in Perak, but Pahang and various states produce tin on a smaller scale. Although to-day many of the mines are run by Europeans, a great number of the smaller ones are owned and staffed by Chinese. The pictures show an open-cast tin mine situated on the east coast of Malaya some eight miles south of the small town of Mersing, in Johore State. It is typical of the small Chinese-owned mines.

In this open-cast mine the ore—cassiterite as it is sometimes known—is washed out of the clay by means of water forced through hoses at very high pressure. The hose nozzle is in the style of a gun, is mounted on a swivel and the instrument is controlled by a Chinese labourer. He directs water which is pumped from a nearby river on to the ore-bearing clay. The dissolved ore passes down into a collection point where a pump driven by a German diesel engine—about the only mechanical part of the mine—sucks it up on to an elevated wooden runway built on a very delicate wood and bamboo structure. At this stage the ore is found to contain many waste materials, namely, pieces of clay, lumps of rock and even tree roots, all of which have to be separated by a Chinese labourer who pushes it all out down a chute on to a waste heap. The white solute continues on its way across a series of very gradually declining trays where all the ore slowly precipitates. The ore is collected at the time when all the trays are full. The production of the mine is temporarily suspended while the ore is removed. The waste water passes along specially constructed channels back into the river from where it came.

Ore thus mined is taken in bulk to one of the two principal smelting centres: Singapore in the south or Penang in the north, for refining. This process removes any iron, manganese or silica which is normally present in the ore; the final product is of a very high quality—sometimes over 98 per cent. pure.

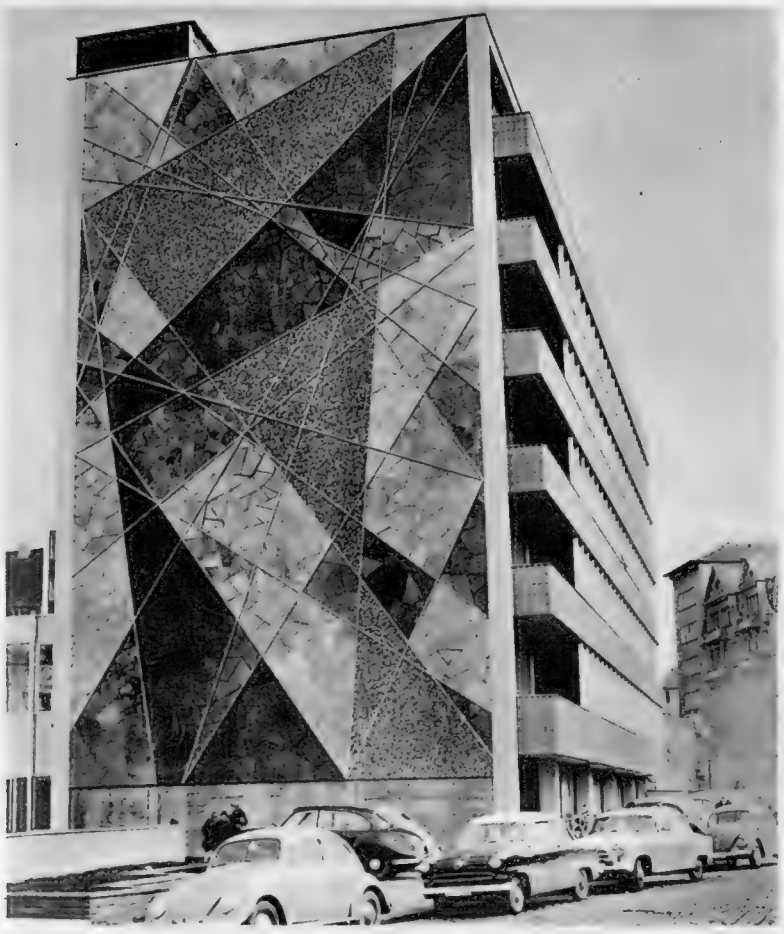
A MALAYAN OPEN-CAST TIN MINE: This mine in Johore, eight miles south of the fishing town of Mersing, is run by Chinese. The jungle, covering most of Malaya, is not far away on the other side of the main road.

THE PUMPING MACHINERY: A hut crudely constructed from Attap leaves houses the diesel engine which pumps the ore to the settling-out troughs (upper right).

WASHING AWAY THE CLAY: A Chinese worker directs a water-jet at the clay. The end of the pipe is mounted on a swivel which enables it to swing through 360 degs.

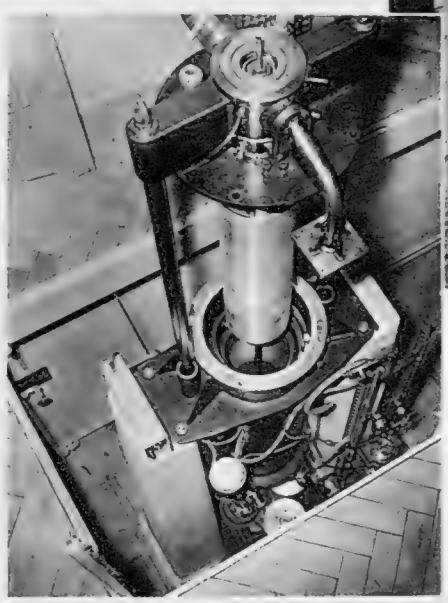
THE SETTLING-OUT TROUGHS: The clay passes over a series of shallow sloping trays where the ore is allowed to settle out. When the trays are full the ore is collected. *On right*—Waste matter, pieces of wood and stones are ejected by a worker in the hut.

PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*



DEVELOPMENTS IN WEST GERMANY

The modern bank building in the picture *above* is in Bonn, the West German capital. Its most striking feature is the side elevation which incorporates an abstract design in different types of stone. The shades range from azure blue to black. *On right* is a new device for producing energy from uranium in a simpler way than methods used hitherto. It has been developed by Dr. Hans Martin, Professor of Physical Chemistry at the University of Kiel, and his co-workers. An alloy of uranium is placed in the central cylinder and then rotated inside the drum at a speed of 30,000 revolutions per minute. Various combinations of pressure, centrifugal force and heat produce energy. Work is now being carried out to establish how maximum energy can be produced by this method.



AN UNUSUAL FORM OF BARGE TRANSPORT ON THE RHINE

The German tugboat *Wasserbüffel* arrives at Amsterdam, in the Netherlands, prior to a lengthy Rhine voyage. The four huge barges, each of them more than 160 ft. long, are pushed by the tugboat. The combination is flexible and the tug can be positioned in the middle so that two barges are pushed and two pulled, if necessary. Using this method of river transport, it is possible for a cargo of 5,000 tons of iron ore to be transported between Germany and the Netherlands. The *Wasserbüffel*, literally "water-pusher," and its barge unit were constructed by a firm at Mainz, in Germany. The power unit in the tugboat consists of two diesel motors. This form of the use of barge transport on the Rhine is entirely novel.

A ROAD TO THE WORLD'S LARGEST ATOMIC POWER STATION

The highway to Hinkley Point, the world's largest atomic energy power station—it will have an output of 500 megawatts by 1959-60—is now fully open.

An essential early stage of this £60,000,000 operation was the creation of a new 20-ft.-wide road of exceptional strength, to take the heavy loads of equipment needed in the power station construction. This has been built ahead of schedule. In fact, it is claimed for the contractors (Taylor Woodrow Construction Ltd., of London, working for the Somerset County Council) that the time taken, twenty-one weeks, is a national record for a road of this size and strength.

Leafy country lanes have been straightened out, "bumps" have been smoothed over, and woodland and field driven through, to make a total of six miles of new or improved road, with three bridges and three 70-ft. culverts, between Cannington, the small neighbour of Bridgwater, Somerset, and the hitherto little-known headland, Hinkley Point, on the coast. This stretch of road will be particularly busy when the new wharf at the tiny river port of Combwich, near Cannington, is finished this summer, to receive equipment loads by sea.

Taylor Woodrow is one of the three firms in the atomic energy power station group (the others are English Electric and Babcock and Wilcox) whose contract, jointly, for the power station was approved by the Central Electricity Generating Board last September.

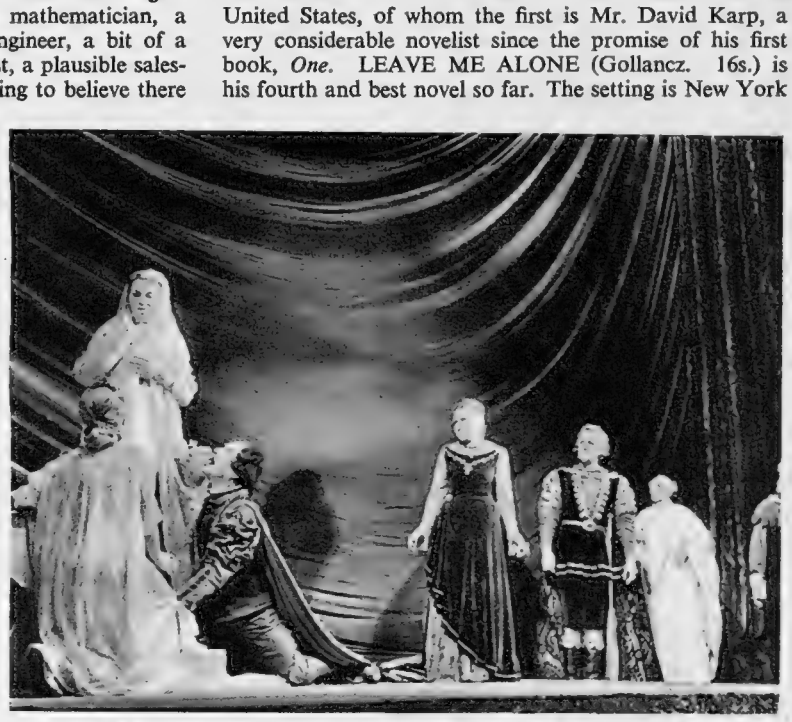
The World of Books

THE QUESTING FORCE

The Story of a Great Pioneer in Radar; A Daring Anti-Communist Plot; David Karp on "The Indifferent Generation"; and Some Other Notable Novels

RADAR has been called "the idea that won the war," and the autobiography of Sir Robert Watson-Watt, its greatest pioneer, is inescapably the story of radar, too. THREE STEPS TO VICTORY (Odhams. 30s.) is an extremely long and, naturally enough, in many passages an extremely technical book, but it is well worth a reader's perseverance. The scientific development of this questing force is one aspect of this volume, which manages to be impressive without being formidable; another is the record of highest-level war conferences presided over by Winston Churchill, and the third is the ebullient nature of the author himself which informs all but the most technical pages. For instance, this is Sir Robert's description of himself, which can safely be called more light-hearted than exact: "A sixth-rate mathematician, a second-rate physicist, a second-rate engineer, a bit of a meteorologist, something of a journalist, a plausible salesman of ideas, interested in politics, liking to believe there is some poetry in my physics, some physics in my politics."

NO FRUIT MORE BITTER (Heinemann. 25s.) tells the extraordinary story of the four Rumanian anti-Communists who, in February three years ago, seized their own country's Legation at Berne, in Switzerland, and held it at gun-point against threats of assault by troops, tanks and flame-throwers. Mr. Laurence Wilkinson, a distinguished newspaperman, has not only pieced their story together and told it with all the drama that is inherent in it, but has spent many months in tracing the background of the plot, through inquiries not only in the Swiss city but in Washington, Germany and France until the headquarters of the plot was revealed as Munich. Whatever one's political sympathies, this is a story of courage, shown by the four men with their Scarlet Pimpernel leader, and by their fifth colleague, a legless man who waited outside the Legation and was their car driver. The title is aptly taken from an old Rumanian saying that: "There is no fruit more bitter than the rule of the foreigner in one's own land."



A PRODUCTION OF A SHAKESPEARE PLAY IN A THEATRE IN MOSCOW: Players are grouped for a scene in the new presentation of *A Winter's Tale* at the Gorky Art Academic Theatre in the capital of the Soviet Union. The costumes follow the Elizabethan convention. Shakespeare is produced in many styles in Russia.

SCHWEITZER: HERO OF AFRICA (Robert Hale. 16s.) is Mr. Robert Payne's study of this great man whose Christian humanism has resulted in the practical expression of a hospital founded in the least salubrious part of French Equatorial Africa, and who is, in a very different world, hailed as an inspired interpreter of the music of Bach. In more than one sense, Schweitzer is a dedicated being. From his home in Alsace, he went in 1913 to central Africa, leaving his planned career of religion and ordination for a medical training and thence an enormously brave attempt to deal with some of the ills that his chosen continent was heir to. Mr. Payne has written of Albert Schweitzer with the vigour and straightforwardness that his subject must appreciate and with an admiration which reflects the opinion of the civilised world. This has been, for many years, that Schweitzer is a great man and a great man he remains.

FACE TO FACE (Collins. 16s.) is, in its own way, another record of an indomitable spirit although physical problems, setting and, to a great extent, period have all made their contrasts. Ved Mehta is a young Indian who is studying at Balliol, as have many hundreds of his compatriots. A difference is that Ved Mehta, now twenty-three, has been blind for twenty years and that he has managed by sheer persistence to leave his own country, where the blind are regarded as virtually unemployable, travel to the United States, be accepted there at the Arkansas School for the Blind and later study at a Californian college on equal terms with sighted students. His own story, if soberly considered, is overwhelming in its impact and in its affirmation of the power of man's spirit.

Now to two autobiographies dealing with survival in other terms. DANCING IN THE STREETS (Hutchinson. 16s.) is Mr. Clifford Hanley's account of his childhood and youth in Glasgow, his abiding affection for the place and some of his less conventional experiences there, which have included long sessions with that lusty and insatiable singer of folk songs, Burl Ives. Mr. Hanley, as we know, is a born writer and a trained writer. The latter means a great deal of hard work and disappointment. In this highly personal book he has also proved himself a writer of very real emotion.

SMOKE IN THE LANES (Constable. 21s.) is the autobiography of a "diddikai," or part-Romany, whose early childhood was spent travelling with the Romanies and who has returned to their life with his wife and a horse-drawn wagon. Mr. Dominic Reeve writes with singlehearted devotion of this odd, peripatetic life and Mrs. Reeve has illustrated his text with prim and charming line drawings.

Honour is gladly given where it is due. This week the honours of fiction are due to three novelists from the United States, of whom the first is Mr. David Karp, a very considerable novelist since the promise of his first book, *One*. LEAVE ME ALONE (Gollancz. 16s.) is his fourth and best novel so far. The setting is New York and its Long Island suburbia, and the protagonists are a group of publishers working together with more or less of ease and ambition in a distinguished but competitive firm. More than this, Mr. Karp's story is of what he calls "the indifferent generation," born in the 1920's and seeking, above all things, security from the cradle to the grave. His hero, who miraculously avoids being a prig, is blessed with integrity, imagination and a fair degree of tolerance. His personal struggle, which is mainly an ideological one, is the animating spring of the story, and I recommend it with confidence as one of the best novels of the winter season up to date.

A LETTER TO ELIZABETH (Chatto and Windus. 15s.) has a slighter impact, but this highly sensitive story of a distinguished man, his childless wife and the daughter he has had sixteen years before by a loved mistress must be accepted as a work of distinction and a remarkable first novel. Miss Bettina Linn writes with a care that has more than a trace of self-consciousness about it, but she has a real elegance of style. The reader may sometimes feel uneasily that the sensitiveness is akin to that of an aching tooth or an exposed nerve-end, but in the main the writer's analysis is controlled if not superficial.

As for Miss Elaine Dundy's THE DUD AVOCADO (Gollancz. 15s.)—this is really great fun and with so much vim and vigour in its composition that one is inclined to enjoy the good bad jokes as much as the good ones. (A perfectly tolerable example of the first category is the story of the young American who announces that he is going to start a Left Bank magazine and call it *Anything Gauche*.) I might add that the action, most of it fairly frenzied, takes place in Paris or St. Jean de Luz in the present day. Miss Dundy, who in private life is Mrs. Kenneth Tynan, is more than a discovery. Her first novel is a small, secure landmark and pretty soon it will be a point of reference.

A PERSON OF DISCRETION (Collins. 13s. 6d.) is that interesting form of fiction, a novel of high drama told in resolutely muted and domestic terms. Miss Alice Acland has written about a family of three girls, children of an English mother and a Belgian father, and living in Brussels during the war, the rigours of which they meet in typically contrasted ways. One of the young women plays the black market and enjoys the results; another fights in the Resistance and a third falls in love with a British soldier and goes back to married life with him in Scotland after the war to find that they have, as a neighbour, a Belgian whom she suspects of having been a traitor. Exceptionally readable but, as I have said, expressed in a determinedly mild manner.

The next four fit into no special categories, unless it be that of originality. Mrs. Ada Quayle has written a story of Jamaica forty or more years ago that is quite hair-raising in its intensity and its open violence. THE MISTRESS (Macgibbon and Kee. 18s.) is a tale which pulls no punches and which is told oddly but convincingly in the Jamaicans' own highly-coloured, staccato idiom.

CISKE THE RAT (Michael Joseph. 15s.) is the story of a Dutch boy with many of the makings of a juvenile delinquent in him, in great trouble with the police even at the age of twelve and in equally great need of care and affection. From Mr. Piet Bakker's sympathetic and heart-warming story a prize-winning film and many translations have been made, the present one by Celina Wieniewska and Peter Janson-Smith.

Miss Elizabeth Goudge writes of the early days of the English Civil War in THE WHITE WITCH (Hodder and Stoughton. 16s.), one of the most effective of her historical romances that I have read. The same talent which made *Green Dolphin Country* such a best-seller has made a potential success of this new adventurous romance. To be honest, I enjoyed it far more than I had expected and have an inkling of what Miss Goudge's legions of admirers feel for her work.

THE NAKED SUN (Michael Joseph. 13s. 6d.) is a detective story-cum-science fiction by Mr. Isaac Asimov, who, we are told, is a foremost American practitioner of this art. I still don't think that anyone writes this kind of thing quite as well as the young H. G. Wells, but this is fairly scary if not very gripping. **Vernon Fane**

A NEW VIEW OF THE VALLEYS

A New Topographical Book on South Wales; Maurice Lindsay on the Clydeside Playground

The recent conference at the Royal Society of Arts on "Perils and Prospects in Town and Country" focused attention upon the dire problems caused by industrial dereliction in many parts of Britain, the unsightly slag heaps in the midst of coalmining villages, the rivers blackened by coal dust, and much else to disturb the eye. In the latest of the Regional Books, and what a wonderful series it is proving, Trystan Edwards deals with one of these areas of dereliction. He calls his book MERTHYR, RHONDDA AND "THE VALLEYS" (Robert Hale. 18s.), and one thing that emerges is the astonishing natural beauty of this area of North-East Glamorgan, overlaid though it may be by the prodigious developments of the mining industry and the heavy hand of the "Iron Kings" of Merthyr Tydfil. At one moment the author is focusing on the infinitely drab towns, and the next his sights are set upon the uplands and the glory of the Brecknock Beacons that loom to the north. Mr. Edwards, while sticking for the most part to topographical matters, as the series demands, none the less finds opportunity for diversions, telling us about some of the notabilities associated with the region, Evan James and his son, joint authors of the Welsh National Anthem; Trevithick, inventor of the first steam locomotive; and the eccentric Dr. Price, who advanced public acceptance of the practice of cremation. Mr. Edwards really does give full measure in this excellent book, helping us to understand the very special character of this valley country so heavily transformed by the industrial age.

Maurice Lindsay is another writer who asks us to look closely at a given area, but his theme is not the same as Trystan Edwards', for, although upon the doorstep of industry, Mr Lindsay turns his back on the drab city and the back-to-back houses of Glasgow and asks us to enjoy with him the variations and diversions of CLYDE WATERS (Robert Hale. 18s.). Pleasure is his theme, and in particular the Clyde as a holiday ground, but Mr. Lindsay's interests are wide; he touches upon the history of the Clyde steamers, those vital links between the mainland and islands, the pleasures of sea-fishing by night, the difficulties of the poet's life, the fun of the village fair, and the badness of Scottish cooking. Mr. Lindsay has clearly enjoyed writing this book, and his conversational style is a delight.

The late Frank S. Smythe, whose exploits in the Himalayas were world known and whose writing s

THOSE WERE THE DAYS

Every reviewer admits the difficulties peculiar to autobiography, and coming fresh from reviewing L. E. Jones's *Georgian Afternoon*, I felt some apprehension as I turned the pages of LOOKING BACK, by the Duke of Sutherland (Odhams. 25s.). For this would not be called an unconventional autobiography. It follows a recognised form of Edwardian reminiscence and includes over twenty likenesses of the author in robes of circumstance or grouped with Royalties and V.I.P.s, and many photographs of depressing corpses, or "trophies of the chase"; it enjoys a V.I.P. preface, and every reference to Royalty is conventionally courtly. Yet it is well constructed, moves smoothly along, much like the author's career up to the middle rungs of the political ladder, and if it gives us no very remarkable sidelights on the lions among whom he lived, it is always instructive to read about their hours of recreation. Moreover, the Duke has been a hard worker between safaris and has strenuously embraced many good causes; and the early account of his ancestors and predecessors in title, especially in their efforts to improve conditions in Sutherland, is well constructed and clear. His account of Granville's early nineteenth-century efforts to that end certainly suggest that the bitterness caused by "evictions" was not justified. There are pleasant portraits, in words and in art, of Duchesses Millicent and Eileen, who were beloved in Sutherland as elsewhere. Two pieces of information were new to me. The diamond necklace of Marie Antoinette and the Rohan plot is at Dunrobin, and the hoary story of "Say 'Your Grace,'" belongs to Holyrood in the author's term of office. One item surprised me. Clearly the Duke is interested in heraldry, yet he writes down his cousin Westminster's nickname as "Ben D'or." I have little doubt that his autobiography will find many readers. It is very much what the public wants and much more authoritative than what the Press can supply by digging from outside the charmed circle.

John Gore

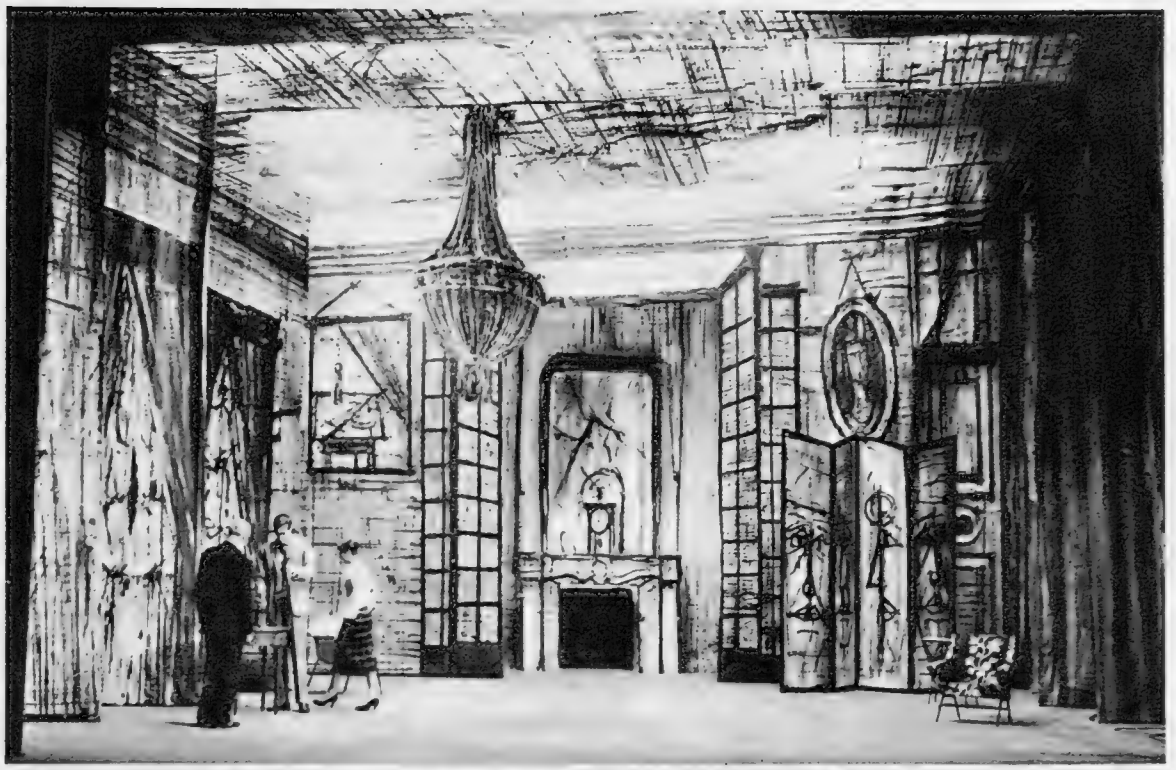
often gave pleasure to SPHERE readers, left behind him several works of importance. One of his earliest books was CLIMBS AND SKI RUNS, which has been unobtainable for many years. This new edition (published by A. and C. Black at 15s.) has an excellent introduction by Geoffrey Winthrop Young, who writes an appreciation of Smythe as a climber and writer. Smythe was a man of intellect, of modest physique and iron courage. He was a mountaineer of the larger view, and the legacy of his writing is one to treasure.

While the mighty Todt Organisation did Hitler's bidding in Western France, seeking to build a wall that would make Europe safe for Nazi autocracy, the builders did not go unobserved. The eyes of thousands of Frenchmen were upon them, observing ceaselessly, despite the peril, and the resultant reports that flowed through the de Gaulle organisation to Allied H.Q. finally revealed the pattern of Nazi preparedness. This was a giant piece of espionage, and to track down the participants in it has itself been no mean task in literary sleuthing for Richard Collier. He calls his book TEN THOUSAND EYES (Collins. 18s.), and this is his intimate account of what must be one of the greatest amateur spy operations of all time. There was Robert Dewin, the church sculptor who, from his belfry, had a pilot's view of the land between Caen and the sea; there was René Duchez, the house painter who brightened up the Todt offices in Caen and hastened away with an Atlantic Wall blueprint; there was Fernand Arsene, who delivered coal to German barracks and in his spare time found out which were the dummy airfields between Cherbourg and Le Havre and which the real airfields; and, not least, Madame Vauclin, who cycled through the countryside in search of butter, eggs, and information. They were a gallant band who helped to forge the weapon that dealt the D-Day blow, and Mr. Collier has ensured they will not be forgotten.

Xan Fielding's CORSAIR COUNTRY (Secker and Warburg. 25s.) is the diary of a journey along the Barbary Coast. This is no new path, but Mr. Fielding's spontaneous reactions to the sights and scenes upon the way go to the making of a most imaginative picture.

Much more off the beaten track went Arne Hindman on his journeyings through South America and Africa. He calls his book WITH ADVENTURE IN MY RUCKSACK (Jarrolds. 21s.), and adventure he certainly had, chronicling it with a mature power of observation but with an almost childlike freshness of vision. How Hindman got to the mouth of the Amazon for the start of his South American journey is a story in itself, having turned 25s. into £56, and then changed his new-won "fortune" into an air ticket, following some desperate roulette playing in a forbidden joint in Bahia. This is a naïve and delightful book. Alan Blair has translated it from the Swedish.

R. C. E.



A SET DESIGNED BY BERNARD BUFFET: It is a scene in the Françoise Sagan ballet, Le Rendez-vous Manqué, which opens in London shortly at the Dominion, Tottenham Court Road, after being performed in Paris. Recently the work became the focal-point of a flare-up when it was alleged that politics had invaded the world of art. The French Ministry of Education, after many protests had been made, withdrew the State subsidy and announced that the version seen on the Paris stage was very different from the original and had been "totally distorted."

EUGENE O'NEILL PLAY IN LONDON: In this scene from *The Iceman Cometh*, which is being performed at the Arts Theatre for a limited season, the full cast is gathered on the set. The play was written by Eugene O'Neill in 1934 and first performed in Stockholm. Two years ago it was revived in New York and ran for six months. This is remarkable in view of the length of the work. The London production has a running-time of three-and-three-quarter hours. To this a further hour and five minutes must be added for intervals. It is the first time that the play has been performed in this country. The setting is a bar filled with demi-monde characters seeking an escape from the sorrows of life. The period is 1912. Peter Wood is the director and the set was designed by Hutchinson Scott.

CONTROVERSIAL PRODUCTIONS ON STAGE AND TELEVISION IN LONDON AND IN PARIS

On left—

OPERA ON B.B.C. TELEVISION: William Lucas in the title-role of *Rigoletto* faces the camera during the production on the B.B.C. television channel recently. John Noble off-screen provided Mr. Lucas's singing voice in common with other members of the cast, who were duplicated by voices-off. This interesting form of presentation occasioned a certain amount of criticism on the score that the actors miming before the camera did not always synchronise their lip movements, and with the exception of Petra Davies acting Gilda, showed little understanding of a singer's breathing processes. The Verdi score was conducted sympathetically by Stanford Robinson.

ITALIAN OPERA IN LONDON

The Seven-Week Season at Drury Lane Theatre

PRIMA DONNA: Anna Maria Rovere sings Leonora in *La Forza del Destino* at the Drury Lane Theatre.

THE OPENING OPERA OF THE SEASON: Song and dance combine in a scene in Verdi's *La Forza del Destino* at The Theatre Royal, in Drury Lane, in London, with which the current Italian Opera season began last week. It is the first time that opera has been seen at this theatre since the Beecham season of 1919. The picture above of *La Forza del Destino* was taken at rehearsal.

For the first time in nearly forty years opera has returned to Drury Lane. The current season of Italian opera is presented by Mr. S. A. Gorlinsky and is the successor to the season which he gave last summer at the Stoll Theatre. The bulk of the repertoire at Drury Lane has been chosen as result of requests which the Stoll audiences were invited to submit. The selection is interesting for it shows that popular taste in opera is by no means limited. Among the works being given during the seven weeks are *William Tell* (Rossini), *Andrea Chenier* (Giordano), *L'Amico Fritz* (Mascagni) and *La Sonnambula* (Bellini). Like Verdi's *La Forza del Destino*, which opened the season, these are operas which have not been seen in London for some considerable time. The programme also includes a London première—Mannino's *Vivi*, on March 5. This new opera, which had its world première in Naples a year ago, will be conducted in London by the composer.

REHEARSING THE CHORUS: Adolfo Fanfani is the chorus master conducting the Italian singers. In the programme for the Drury Lane season, which lasts until March 22, are a number of operas which have not been seen in London for some considerable time.

LEONORA AT THE CONVENT: Wearing a monk's habit, she stands in the centre of the stage as she renounces the world and implies her wish to live the life of a hermit. The orchestra for the opera is the Royal Philharmonic, conducted by Tullio Serafin.

THE FORCE OF DESTINY IS SET IN TRAIN: In the first act, Alvaro (Roberto Turrini) and Leonora (Anna Maria Rovere) are faced by the Marchese di Calatrava (Gino Calo) with sword in hand. Soon the Marchese's death starts the tragic "force of destiny."

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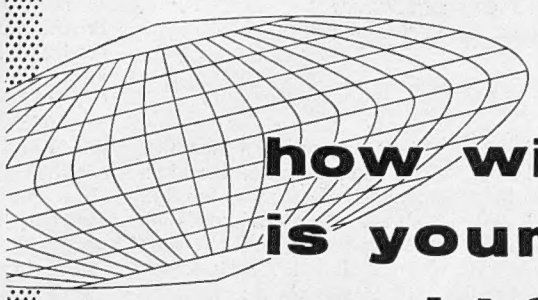

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By "THE SPHERE" MOTORING CORRESPONDENT

I AM glad to know the Metropolitan Police are not intending to employ furtive, hole-in-corner methods with their radar speed meters. They have learned a thing or two since those far-off days of the stop-watch ambush technique on the Portsmouth Road. There will be no attempt to hide the radar equipment. Supt. E. Walker said so when he demonstrated the apparatus on Chelsea Embankment a few days before the police started using it. "We will achieve our purpose," he said, "if people see our equipment and slow down of their own accord."

Scotland Yard has had the U.S.-built speedmeter tested by the National Physical Laboratory and it is satisfied that it is accurate. In any case, the officers using it are expected to allow motorists a five-miles-an-hour margin of error. In other words, they are not likely to prosecute a driver who produces a reading of 35 m.p.h. on the radar dial. Only one set will be in use initially. More will be acquired later (at £350 a time). They will be used at accident black spots and on roads "where vehicles are known to exceed the speed limit."

The Automobile Association has shown an instinctive dislike for the radar device, which has been in use in the U.S. for ten years and which more recently has been adopted by the Royal Ulster Constabulary and the Lancashire Police. The A.A. says the speedmeter is unreliable; that it can be upset by external influences; and that it is not sufficiently selective. The police do not deny that if six cars came charging through a built-up area at 70 miles an hour in a close bunch the speedmeter would be incapable of picking out any one car for timing. It is also true that if two vehicles came along, one big and one small, the speedmeter would automatically pick up the bigger vehicle, irrespective of its speed. The A.A. says it is convinced the police intend to use the radar eye with scrupulous fairness. At the same time it declares: "We shall use all our influence and resources to ensure that every possible safeguard is employed by the police to prevent injustice."

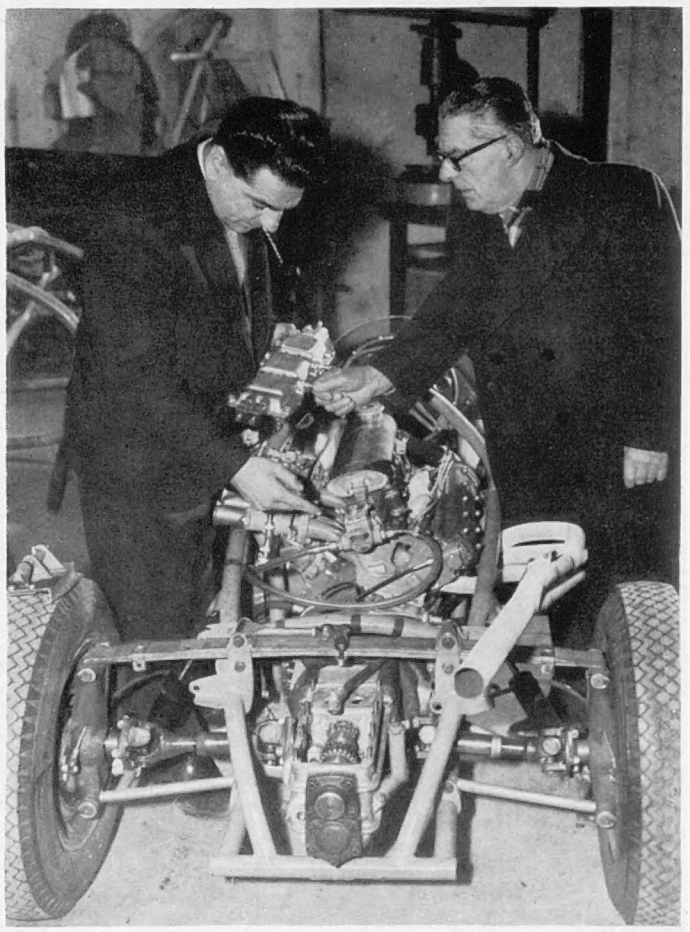
It is surprising what a big difference a little thing like a gear-change lever can make. The thought is prompted by several hundred miles of driving in a Standard Ensign, one of the new models announced at Show time. One of the big features of this Vanguard derivative is the use of a four-speed gear-box with central lever instead of the Vanguard's three-ratio box with steering column shift. The gear-box adopted for the Ensign is the unit so successfully developed for the Triumph TR3. Its use in the new Standard model has proved so successful that it will shortly be available, at the customer's option, and without extra charge, on the more expensive 2-litre Vanguard.

The Ensign's 1,670-c.c., four-cylinder engine uses a block that is basically that of the 2-litre engine used in the Vanguard. It develops 60 b.h.p. and on my test run proved more than adequate to give the Ensign a performance that will satisfy all except those who should perhaps buy a sports car. The top speed is better than 75 m.p.h., and in normal use this attractive five-seater should give 35 miles to the gallon. It is a good-looking car, with a front end of a delightfully simple design. The Ensign costs £599; with purchase tax added the total is £899 17s.

Do you ever wonder why traffic drives on the left-hand side of the road in some countries and on the right in others? The R.A.C. has been looking into the matter and has reached some interesting conclusions. Until the end of the eighteenth century, says the R.A.C., it was common practice throughout Europe to drive on the left-hand side of the road because swords were worn on the left and it was logical to keep one's horse on that side of the road. If attacked, the rider was then immediately in the best fighting position. His sword was at the ready in his right hand and his left flank had some kind of protection.

It was formerly a rule among military men that armies attacked from the left flank. Richard the Lion-heart is said to have been largely responsible for this. But Napoleon changed all that. He caused confusion (says the R.A.C.) by launching artillery offensives on their right flank. He also found that French troops could often gain a tactical advantage if they marched on the right-hand side of the road. In the countries he overran Napoleon made civilian traffic keep to the right. It was because the French emperor did not conquer Britain or Sweden that these two countries are among those where the "keep left" rule remained unchanged.

History repeated itself in the case of Austria, which, prior to Hitler's occupation of that country, favoured the "keep left" rule. Hitler changed that. To-day the countries—apart from Britain, the Commonwealth (except Canada) and Sweden—which require traffic to keep to the left include Eire, Japan, China, Paraguay, Thailand, Iceland and Indonesia.



A RACING CAR FROM A WELL-KNOWN BRITISH STABLE: The new 1958 Formula 1 Cooper racing car which has a 1,960-c.c. engine fitted in the rear. *On right*—Mr. John Cooper (left) and his father, Mr. Charles Cooper, discuss the engine of the new car at their factory at Surbiton, in Surrey. The recent Argentine Grand Prix was won by Stirling Moss driving a Cooper-Climax racing car.

The men in charge of Britain's leading car-building firms are spending more and more of their time abroad. They are becoming real globe-trotters in their laudable desire to study for themselves the export markets which mean so much to our motor industry.

One of its most persistent travellers is Sir William Rootes, chairman of the Rootes Group. He is abroad at the moment, and so is his brother, Sir Reginald, his deputy chairman. They went off soon after the return of Sir William's son, Brian, from an extended sales tour in the Far East. Sir Patrick Hennessy, chairman of the Ford Motor Company, has lately been in New York. And now Sir Leonard Lord has gone off, accompanied by his wife, on a 30,000-mile world tour which will keep them away for four months.

Sir Leonard, chairman of the £100,000,000 British Motor Corporation—builders of Austin, Morris, Wolseley, M.G. and Riley cars—has planned so arduous an itinerary that there can be no doubt he has fully recovered from the illness which forced him to go away for a few months' rest in 1956. Sir Leonard is visiting Australia, New Zealand, Canada and the U.S. In Australia his headquarters will be at the new £13,000,000 B.M.C. plant at Sydney, scheduled to turn out 1,000 vehicles a week before very long. Stopping-places on his Canadian tour will include Vancouver, Calgary, Edmonton, Winnipeg, Toronto and Montreal. Sir Leonard is particularly looking forward to visiting New York, for B.M.C. claims a large share of the rapidly-growing British car sales in the U.S.

Every year an independent panel of judges awards the Ferodo Trophy to the individual or firm which in its opinion has made the year's most outstanding British contribution to motor racing. It could have had little difficulty in making up its mind this year, and no one will quarrel with its decision to award the trophy to Mr. Tony Vandervell, head of the Vanwall Grand Prix team, for the second time in four years.

The citation reads: "Mr. Vandervell has placed Britain in the forefront of international motor-racing by producing the first British car to win a series of Grands Prix. Driven by Britons, his Vanwall cars won the Grands Prix of Europe, Italy and Pescara." In its very successful 1957 season the Vanwall captured quite a number of "firsts." It was the first British car ever to win the Grand Prix of Europe (the drivers being Stirling Moss and Tony Brooks); it was the first entirely British car with British drivers to win a major Grand Prix; it was the first British car ever to win more than one *grand epreuve* in a season; and it was the first British car to win the Grand Prix of Italy (a feat performed by Stirling Moss against the full might of Italy's Ferrari and Maserati teams).

Everyone hopes that Mr. Vandervell will decide to go on racing this year. At the time of writing the millionaire engineer had been non-committal. He had certainly not signed up any drivers, although Stirling Moss, Tony Brooks and Stuart Lewis-Evans were all still holding themselves free for another season as Vanwall drivers. Mr. Vandervell is an independent-minded man and he is known to be extremely critical of some of the recent decisions of the Sporting Commission which controls motor sport under the Federation Internationale de l'Automobile.

Among other things, he has not been very happy about the idea of using aviation spirit this season, as the international regulations now prescribe, instead of doped fuel. The use of unadulterated high-octane petrol poses cooling problems, especially for cars with large cylinder bores, which do not arise with doped fuels. Both the Vanwall and the B.R.M.—Britain's other "hope"—have four-cylinder engines with large pistons. Their chief opponents this season—Ferrari and Maserati—will be using 6- or 12-cylinder engines, but it is ridiculous to suggest that the fuel change has been introduced to handicap the British cars.

For some time now I have been carrying out an exercise in self-discipline while driving. Before setting out on a journey I have set myself a maximum speed, according to the kind of car I happen to be driving. (I am speaking of ordinary, day-to-day driving as distinct from my road test programmes.) For a small car, like the Morris Minor or Austin A35, I fixed a top speed of 50 m.p.h. For a car like the Standard Vanguard or Ford Zephyr it was 60 m.p.h. If I had a car in the Triumph TR3 or Austin Healey category the chosen speed was 70 m.p.h.

I resolved not to exceed my set top speed in any circumstances other than those of an emergency. I found that this form of self-control afforded a more restful kind of motoring, particularly at night, without any appreciable difference in journey time. I used to enjoy a "dice" with another car, but as I get older and the roads get more crowded, I feel more and more that it is not always worth the risk. But I wish I did not feel quite so smug and virtuous as I kept inside my self-imposed speed limit and let anyone overtake me without any attempt to give chase!

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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him, c/o The Editor, THE SPHERE, *Ingram House, 195–198, Strand, London, W.C.2.*

IN these columns on January 4, I outlined two routes for the prospective visitor to Britain. In Route 1, an eight-day tour of Scotland was outlined.

The second route, which commenced from Southampton, traversed the South Coast, proceeded to Devon, Cornwall and Somerset and ended on the tenth day at Bath, or near neighbourhood. Now for Route No. 3, which embraces the cream of the Cotswold country, the Wye Valley, Wales, Cheshire, Shropshire, Herefordshire, Worcestershire, Stratford-on-Avon, Oxfordshire and, via the Thames Valley, back to London.

Cheltenham, or thereabouts, 50 miles from Bath and 98 miles from London, makes an admirable first night's stop whether journeying from Bath (I suggest a detour covering picturesque Castle Combe—The Manor House Hotel or The Castle Inn, Malmesbury and its famous Abbey—note the Bell Inn adjoining). Visit Westonbirt for its Arboretum and lunch at The Hare and Hounds Hotel, or on to Cirencester (The King's Head, Stratton House Hotel or the smaller Crown Inn). Then on to Cheltenham, stopping to admire the view on top of Birdlip Hill. There is good accommodation to be found in this charming, tree-lined Cotswold resort at one of the following—The Queen's, The Plough, The Ellenborough and, for those who prefer the atmosphere of a country club, Rossley Manor, off the London road, some three miles out, or The Greenway Hotel and Club at Shurdington, on the road out to Stroud. The direct road from London to Cheltenham is via Oxford, but I suggest an alternative, viz., Bath road to Reading, Pangbourne, Streatley (The Swan Inn), Wantage, Faringdon (The Crown), Lechlade, Bibury, a famous Cotswold village (see The Swan and Arlington Row).

Second day. This is devoted to the Wye and Usk Valleys. First, then, head for Gloucester, avoid the main road to Chepstow and keep right for Ross-on-Wye to see the famous horseshoe bend of the Wye—best seen from The Royal Hotel. Now head south for Monmouth, Tintern Abbey and Chepstow and, provided you have started in good time, you should end up for lunch at Llansantffraed Court Hotel on the Raglan side of Abergavenny, or Gliffaes Hotel beyond Crickhowell, about ten miles further on. Later, turn right off the Brecon road to Builth Wells and on to Llandrindod Wells, where you must stay at the Hotel Commodore.

On the third night you should stop in the Dolgelley area, and to absorb the beauty of the scenery you should dawdle. It is a good road all the way from Llandrindod Wells to Aberystwyth and it is worth the small diversion to view the Devil's Falls at Devil's Bridge. I suggest lunch at the George Borrow Inn, Ponterwyd, famous for homely fare and for Miss Withers' home-made sloe gin. The Dolgelley neighbourhood is rich in scenic beauty and I have a covey of good hotels where you could spend the night—The Brigands' Inn at Mallwyd, The Golden Lion at Dolgelley, The Gwernan Lake Hotel on the road out to Cader Idris, or Bontddu Hall Hotel, five miles out on the road to Barmouth.

Proceeding to Barmouth—The Victoria Inn at Llanbedr is worth noting—you will come to Harlech, where a pause must be made to view the ruins of the famous Castle. Then on to Portmeirion, near Penrhyndeudraeth, an amazing spot where you are quite likely to throw your itinerary to the wind and stay put. Illustrated in the January 4 issue, it is an architect's dream come true. Go there at least for lunch and I shall be surprised if you do not stop for a night or nights. However, ignoring this possible upset to my suggested programme, the next stage of your Welsh journey should be via Portmadoc, Beddgelert, Capel Curig (The Tyn-y-Coed Hotel will delight you), and here, I suggest, you halt for the night.

Now for the fifth day. In the morning, via Bettws-y-Coed, visit the Swallow Falls—via Llanrwst make for Conway, where you will cross the famous suspension bridge and come, via Deganwy, to Llandudno. Take my advice and drive around the Great Orme. Stopping for lunch at St. George's Hotel, the afternoon can be spent in driving leisurely through to Chester, where the night should be spent. (The Blossoms Hotel, The Grosvenor or, on the Hoylake road about nine miles out, that charming Country Club, Craxton Wood at Ledsham.)

Chester, with its fascinating Rows, Cathedral and City Walls, which you should walk around before breakfast! may result in your not leaving before 11 a.m. Therefore, according to the time you do get away, you should bear in mind Shrewsbury for lunch (The Raven) or The Talbot at Leominster, which embraces excellent roads and delightful scenery. Wherever you stop, turn left at Leominster for Bromyard, The Malverns or Broadway. The scenery is delightful and you can take your choice from The Montrose Hotel, Mount Pleasant Hotel, Great Malvern or at Malvern Court, Little Malvern. At Broadway, make for the famous Lygon Arms, Farncombe House Hotel or the Dormy House Hotel, both of the latter two having magnificent views over the Vale of Evesham.

Seventh day. Stratford-on-Avon is the next objective, and if you are there around Festival time, you will probably want to visit The Shakespeare Memorial Theatre for a performance. Otherwise, having seen Shakespeare's birthplace, Anne Hathaway's Cottage and other Shakespearian landmarks, proceed south through Banbury (Whately Hall Hotel is my recommendation) to Oxford. Stopping the night at Whately Hall, Weston Manor Hotel, Weston-on-the-Green nearer Oxford, or in Oxford itself—The Randolph, The Eastgate or Linton Lodge, where you will be glad to halt awhile for a second night.

On the ninth day I recommend a leisurely return to London via Abingdon-on-Thames (The Crown and Thistle) to Henley, Maidenhead (The Bear) and back to London.

Even being tempted to spend an extra night at Portmeirion or elsewhere, what a wonderful insight into beautiful Britain you will have had in not more than ten days!

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